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ADVERTISEMENTS

THE MANAGER.

countermanded.

ROAD.

Apply to

Hongkong, 17th March, 1898.

Hongkong, 17th March, 1898.

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gagers, to Sell by

MARINE LOT No. 199.

D'AGUILAR STREET, 15.

has received per French Mail her New

HAUTES NOUVEAUTEES!

HATS, FEATHERS, FLOWERS, AIG-

No. 525 E. C.

CONVOCATION of EMERGENCY of

VICTORIA N X R PRECEPTORY.

REGULAR MEETING of the VIC-

PUBLIC AUCTION.

PUBLIC AUCTION,

WEDNESDAY, the 30th March, 1898,

on the premises in 2 Lots the following

VALUABLE RECLAMATION

PROPERTY, viz:

of the Vendors of and in the Reclamation

Agreement of Marine Lot No. 199 so far as

relates to those portions of the work carried out

under such Agreement which are registered in

the Land Office as SECTIONS A. B. C. D. E.

G and H of the RECLAMATION of

The Reclamation in respect of all the above

sections has been completed and is ready for

building purposes and possession has been

given by the Government.
Only one half of the last instalment of the

moneys due under the Reclamation Agreement

remains to be paid and the sale will be propor-

tionately subject to this (if called up) and to

the due proportion of the Annual Crown Rent

tions of Sale, apply to
Messrs. DEACON & HASTINGS,

Hongkong, 17th March, 1898.

THE Company's Steamship

Hougkong, 16th March, 1898.

THE Company's Steamship

Hongkong, 16th March, 1898.

OF THE Company's Steamship

Hongkong, 17th March, 1898.

for Passengers:

the 17th inst., at 4 P.M.

Messre, HUGHES & HOUGH.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAL.

"MENELAUS."

Captain Towell, will be despatched TO DAY

For Freight, apply to BUTTERFIELD & SWIEE,

THE CHINA AND MANILA STEAM-

BHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

"ZAFIRO,"

port TO-MORROW, the 18th inst., at 5 P.M.

This steamer has Superior Accommodation

For Freight or Passage, apply to SHEWAN, TOMES & CO.,

HAMBURG-AMERICA-LINE.

FOR SHANGHAL YOKOHAMA, AND

H10GO

"ANDALUSIA,"

Captain Schroether, will be despatched for the

For Freight or Passage, apply to CARLOR WITZ & CO.,

HONGKONG CRICKET CLUB

LAWN TENNIS TOURNAMENT.

their names in the Honorous CLUB, THE

NEW CLUB, and in the CRICKET PAYILION.

Entries will CLOSE on the 21st wetant.

JOHN WALKER & SONS'

FAMOUS !

This World renowned.

Fine OLD HIGHTAND WHISEY is shipped by CUTLER, PALMER & Co. and is

Hongkong, 26th July, 1827.

obtainable in Hongkong of G. C. AND ERSON.

No. 13 Praya Central.

KILMARNOCK WHISKY

above ports on THURSDAY, the 24th inst.

35, Queen's Road,

Agents.

General Managers.

the Auctioneers.

Venders Solicitors.

ALL the benefit INTEREST and advantage

at 3 o'clock P.M.

CHAPTER.

CHAPTER,

Stock of Parisian



INTIMATIONS

THE

STANDARD LIFE OFFICE.

wide Reputation.
The Funds exceed Eight Millions Sterling.

Hongkong, 16th November, 1895. [2-152]

TOORTLAND CEMENT

SOLE AGENTS FOR CHINA;

HOLLIDAY, WISE & CO.

CHUI CHEW TING,

J. B WHITE & BROS.

NOTICE.

CUN SING LOONG (隆 時 粉.

have always for SALE a fine assortment of the new season's selected PRE-BERVED GINGER and SWEETMEATS of their well-known Maunfacture.

HOTELS.

HONGKONG

HOTEL

PEAK HOTEL

1,350 feet above sea level.

FIRST CLASS HOTEL adjoining the

A covered way has been consumered a rom the

HING KEE'S HOTEL

MACAO.

A NEW S-storey building specially built for the above establishment in the

centre of PRAYA GRANDE is in completion

"BOA VISTA" HOTEL

MACAO.

WHE only FIRST CLASS HOTEL in the

Colony. Very moderate terms by the

MACAO is distant 40 miles West of Hong.

kong and the journey is made each day (SUN-DAYS excepted) by the Magnificent Sulcon-

Steamer "HEUNGSHAN" in 3 hours, leav-

Connection made by Company's Steamer to

Tourists should not miss the chance of visit-

NEW VICTORIA HOTEL,

SHAMEEN, CANTON:

OOD ACCOMMODATION, Excellent

Every CONVENIENCE for TOURISTS.

MADAR & FARMER, T. F. da CRUZ,

Telegraphic address:—"VICTORIA."
Canton, 10th December 1897.

TONGKONG HIGH-LEVEL TRAM

TIME TABLE.

7.30 a.m. to 10.30 a.m. ... Every quarter of an hour

12.30 p.m. to 2.80 p.m. ... Every quarter of an hour

3.30 p.m. to 8.00 p.m. ... Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m.

to 11.15 p.m. every half hour.

BATURDAYS. Extra Night cars at 11.80 and 11.45 p.m.

SUNDAYS.

8.45 a.m. to 10.15 a.m. Every half hour.

10.50 a.m. and 10.40 a.m.

Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every balf hour.

THE "STAR" FERRY SERVICE.

(BETWEEN HONGKONG & KOWLOON).

ALTERATIONS OF RATES OF

MONTHLY TICKETS.

OWING to the greatly increased cost of Coal, superior accommodation and an

accelerated service being provided, I am un-avoidably compelled to RAISE the RATES of

MONTHLY TICKETS from the lat of

Single Ticket Monthly ...... \$5.00

Hongkoug, 25th February, 1868.

Family 9.00
Servants are not included in Monthly Tickets.
DORABJEE NOWROJEE.

Manon, 1898, as under:-

General Managers. Hongkong, let April, 1896.

IOHN D. HUMPHREYS & SON.

WAYS COMPANY, LIMITED.

11.80 a.m. to 12.30 p.m. ... Every half hour.

ing Hongkong at 2 P.M. and Macao at 8 A.M.

and from Cunton.

ing this famous old City.

Proprietors.

Telegraphic Address, "Boavista."

For Terms, apply

day or month. European Management.

and ready to accommodate guests.

Telegraphic address "HING KEE."

Chef de Cuisine. City Office, No. 7, Duddell Street.

GEO, J. CASANOVA,

L. HING KEE,

MANAGER.

Proprietor.

station to the Hotel.

I. Marcessk.

Branch Office : HONAM, Cunton.

Hongkeng, 30th April, 1897.

Hand Office: Hongrong, No. 3, Sai On

DODWELL CARLILL & Co.,

For full particulars and rates,

Hougkeng, 11th April, 1883

Lane. West Point.

LETHUNG MOOT SAN PO (Uninest Plails Press).

PUBLICEND DARLY is the oldest and still immeasurably the best medium for Advertising among thee Native Community. Established for nearly FORTY YEARS,

circulates largely throughout Southern China, Indo-China, etc. Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents. or Documents translated from or into Classics Colloquial Chinese.

**欧九十九百四千二萬宣**餘 No. 12,499.

出五十二月二年四十二豬光。

AUCTIONS

PUBLIC AUCTION

POSTAGE STAMPS.

SATURDAY, the 19th March, 1898.

at their Sales Rooms.

A VALUABLE ASSORTMENT OF

POBTAGE STAMPS,

in late to suit purchasers.

Catalogues will be issued prior to the Sale. HUGHES & HOUGH,

PUBLIC AUCTION

OVER 500 VOLUMES BOOKS.

MODERN WORKS OF FICTION. STANDARD WORKS, POETRY

by BURNS, TENNYSON, ARNOLD, BY

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TALES OF ADVENTURE, STANLEY'S TRAVELS, MODERN WORKS ON

ELECTRICITY, MAGNETISM CHEMIS.

TRY, LOGIC, MECHANICAL TEXT

BOOKS, and other Valuable Scientific Works.

SATURDAY, the 19th March, 1898,

at 230 p.m.,

PUBLIC AUCTION.

INTON & PRATT have received instruc-

to Sell by PUBLIC AUCTION.

At their Sale Rooms, No. 77, Main Street,

TUESDAY, 22nd March, at 11 A.M. THE BRITISH STEAM SCHOONER

\*WORLOCK

RIGGING. etc.

ress Office, Hongkong

Depth 17 feet 8 inches.

reors of description.

and salary required to

Cash on fall of Hammer.

For further Particulars, apply to

Shanghai, 7th March, 1898.

Hongkong, 16th March, 1898.

Hongkong Daily Press.

Hongkong, 17th February, 1898.

30 cents. Only sold by

depth is 10 feet.

Yokohama 4th February 1898.

Customs, Shanghai, to Sell by

As she now lies in Yokohama Harbour, with ANCHORS, CHAINS, MASTS, SAILS and

For Particulars, apply to Hongkong Daily

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from the COMMISSIONER OF

PUBLIC AUCTION.

for account of the concerned,

FRIDAY, the 25th March, 1898, at 2.80 P.M.,

THE WRECK OF THE CHINESE STEAMER

"KIANGNING" (late "KUNGWO").

As it now lies affect in the 7th Section of the

Particulars of the vessel as originally built:

Begistered net Tonnage 757 tons, Gross Tonnage 982 tons, Built of Tron at Shanghai, by Mesars, Boyn & Co., in 1879, Longth 204 feet, Breadth 26 feet 1 inch,

At present only the forecastle head remains

of the original woodwork. The gross tonnage of the iron bull is 411.09 Tons, and its midship

The Sale will take place on board, and the Vessel and Enginee, Bollers, Anchors, Cables, &c., &c., will be sold in one lot.

Terms or Bale: The vessel to be sold with all faults and

Vessel to be at Purchaser's risk from time of

WANTED.

BILLIARDS.

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PRICE LIST of BILLIARD

TABLES and BILLIARD ROOM RE-

QUISITES can be had at the Office of the

VISSER'S HOLLAND

VEGETABLES

are far superior in quality to any other voget ables shipped to the East. Price per Tin

CUTLER. PALMER

& CO.'S

PRICE \$10.75 PER DOZEN

KWAN TAI,

110. Queen's Road Central

JUNIOR BOOK-KEEPER used to

accounts. Reply stating age, experience,

Care of Office of this Paper.

HOPKINS, DUNN & CO.

Auotioneers.

Z Yokohama.

tions from Messrs. MARTIN & Co.,

TERMS OF SALE :-- As Customary.

Hongkong, 17th March, 1898.

Cutalogues will be issued on FRIDAY, the

V. I. REMEDIOS.

Auctioneer.

at 230 PM.

PUBLIC AUCTION,

THE Undersigned will Sell by

Hongkong, 15th March, 1898.

HONGRONG, THURSDAY, MARCH 1718, 1898.

ESTABLISHED 1857.

四年禮 COTTAM & CO.

SOFT FELT HATS.

DRESS SHIRTS, &c., &c. CRANFORD & CO.

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TAW SMITH'S

GALVANIZED STEEL WIRE ROPES & HAWSERS. The "B" Special Florence Special Wire Roys is specially recommended for use as Cargo Falls, Mooring Lines, and Running Gene generally also Crane Work of every description. This Repe was used throughout in the creetion of the Forth Bridge.

Testimentals from the British Adminity, New South Wales Government (Harbours Branch) and immunorable Iron Foundries, Steamship Companies, Railway Companies, and

> ALI SIJES KEPT IN STOCK FROM 1" to 3" LANE, CRAWFORD & CO.

VCHER&CO. PHAEMACY, 22, Queen's Road.

(Orposite the Hondkong Hotel)

FEETCHER'S COMPOUND COUGH BALSAM.

This well-known preparation is specially recommended for its demulcent and expectorant qualities. SOLE AGENTS FOR TANSAN WATER.

> DRINK SOHITZBER

AND BE HAPPY. SCHLITZ BEER Beceived the HIGHEST AWARD at the World's Fair for PURITY.

> THE BEST



MOST

WHOLESOME AND THE ONL

SUITABLE FOR THIS CLIMATE.

WATKINS & Co., APOTHECARIES HALL, 66, Queen's Road Central.



SOLE AGENTS

Евтр. 1864.

15, Queen's Read.

AQUARIUS

(PURE TREBLE DISTILLED WATER ONLY USED.) "A PERFECT TABLE WATER."

An Aerated Water of the Highest quality both from a Manufacturing and Sanitary point of view."—JOHN MUTTEE, Ph.D. F.R.S. (Edin.), London (Past President of the Society of Public Analysts of Great Britain.) "Eitherstrink no water at all or drink only distilled water "-St. James" Gazette London.

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CALDBECK, MACGREGOR & CO., AGENTS, AQUARIUS CUMPANT.

LER. PALMER & CO.

Have been Shippers to China for nearly 75 years. Their Brands are favorably known all over the World. INVALIDS' PORT A1 QUALITY COGNAC.

Distinguished by 4 STARS on the label.

Price \$22.50 per 1 dozen bettles.

VERY GOOD COGNAC. Somewhat younger than the above. Distinguished by 2 STARS on the label. Price \$16.75 per 1 dozen bottles.

"PALL MALL" WHISKY,

Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price \$20.00 per I dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY. in Patented Bottles. Price \$10.75 per 1 dozen bottles

CHAMPAGNE BRUT

A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but \$28.50 per one doz. quart bottles.

AMOROSO. The Earl Misa's shipping. Price \$20.00 per 1 dozen bottles.

This Wine is old, soft, and delicate.

We strongly recommend it.

Analysed and Certificated by Professor Cassall

Price \$20.00 per 1 dozen bottles.

DOURO PORT.

This is a fine quality Wine of exceptionally

Price \$14.25 per 1 dozen bottles.

SHERRIES.

LA TORRE. Price \$16.75 per 1 dozen bottles.
Pure and natural Wine; a tonic.

CLARETS

in Quarts and Pints. LIQUEUR

BENEDICTINE, D.O.M. Price \$39.75 per 1 dozen bettles.

Agents-SIEMSSEN & Co., Hongkong.

TATE can give nearly 20 per cent. better value by bottling Whisky here, for not only is there a great saving in freight and bottling charges, but it is much improved by the sea voyage. We buy direct from the GOOD ACC Distillers, always maintain the quality and give the best value possible Our speciality is

Try it and if you know anything about Whisky you will be satisfied. Eighteen other brands kept in stock at prices ranging from \$7.00

H. PRICE & Co., 12. Queen's ROAD.

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DAKIN, CRUICKSHANK & Co., LIMITED, QUEEN'S ROAD, HONGKONG. WHOLESALE AND RETAIL

DEALERS IN PHOTOGRAPHIC REQUISITES. MANUFACTURERS OF HIGH CLASS AERATED WATERS.

JUST-RECEIVED EX "NATAL."

Bottles. BESSEDS OLIVE OIL EXTRA SUPERFINE VIRGIN CLARIFIED . J. B. & A. ARTAUD FREEES SUPERFINE ... 18 oz... 7.00

BEST FRENCH VEGETABLES in Glass. IMPERIALES ASPARAGUS, CHAMPIGNONS EXTRA, FRENCH BRANS EXTRA FINS, GREEN PRAS. BRUSSETS/CARBAGES, MIXED MACEDOING (Juliobue), HARICOTS FLAGEOLLETS, CAULIFLOWER.

No. 6, QUEEN'S ROAD CENTRAL

PRICE \$21 PER MONTH 就七十月三年八十九百八千七英港香 SHIPPING.

ARRIVALS. Mar. 15. Sabine Richmors, German str., 598. Sanders, Amoy 13th March, Ballast,-FFORDS the advantages of Assurance in ARNHOLD, KARBERG & Co. a large British Company with a world-Mar. 16. Rohilla, British str., 2,216, L. B. Lockyer, Yokohama 8th March, General,-

P. & O. S. N. Co. Mar. 16. DONAR. German str., 1,015, Groudmann, Kobe 10th March, General.-LAUTS, WEGENER & Co.

Mar. 16. SAGAMI MARU, Japanese str., 1,168, T. Murai, Keelung 14th March, General. -Nippon Yusen Kaisha. Mar. 16, Menmuir, British str., 2,000, W. G. McArthur, Sydney 17th Feb., Moreton Bay 20th, Townsville 23rd, Cairns 23rd, Cooktown 24th, Thursday Island 26th, Port Darwin 4th Mar., and Dilly Timor 6th General.—GIBB, LIVINGSTON & Co. ar. 16, Meneraus, British str., 3,006; W. Towell, Inverpool, and Singapore 9th Mar.,

Mar. 16, TORDENSKIOLD, Norw. str., 739, D. L. Danielsen, Moji 10th, March, Coal.-CHINESE. Mar. 16, C. H. KIAN, British str., 955, C. H. -Maddox, Singapore 8th March, General.-CHINESE. Mar. 16, CHOWFA, British str., 1,055, J. William-

General.—BUTTERFIELD & SWIRE.

son, Bangkok 5th March, and Swatow 15th, Wood, Rice and General.-YUEN FAT HONG. Mar. 16, Mathilde, German str., 600, Hansen, Haiphong 13th March, and Hoihow 15th,

General.—JEBSEN & Co. Mar. 16, MEEFOO, Chinese str., 1,284, Frigast, Shanghai 13th March, General.—C. M. S.

Mar. 16, Onsang, British str., 1,776, J. Young, Java 5th Mar., Sugar.—JARDINE, MATHE-

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 16th March. Wuotan, German str., for Saigon. Kutsang, British str., for Singapore. Tsinan, British str., for Port Barwin. Atlantic, German bark, for Rajang. Empress of Japan, British str., for Shanghai,
Rio, German str., for Saigon.
Zofiro, British str., for Manila.
Taiwan Maru, Japanese str., for Saigon.
Glenavon, British str., for Saigon. Daphne, German str., for Vladivostock.

Kachidate Maru, Japanese str., for Kobe.

Hailoong, British str., for Swatow.

Triumph, German str., for Pakhoi.

Progress, German str., for Kobe. DEPARTURES. Mar. 16, DECIMA, German str., for Saigon. Mar. 16, FREJR, Danish str., for Holhow, Mar. 16, ANAPA, British str., for Iloilo. Mar. 16, Choysang, British str., for Swatow. Mar. 16. Empress of Japan, British str., for

Vancouver. Mar. 16, ENERGIA, British str., for Shanghai. Mar. 16, Holstein, German str., for Saigon. Mar. 16, Kutsang, British str., for Calcutta.

Mar. 16, Rio, German str., for Saigon. Mar. 16, Taiwan Maru, Jap. str., for Saigon. Mar. 16, Tsinan, British str., for Australia. PASSENGERS.

Per Robilla, from Yokohama, Messrs. T. A. Singleton, H. B. Clayton and T. Oda, Mr. and Mrs. Russell, Mrs. Bowden and children, Misses Nelson and Bluck. Per Menmuir, from Australia, Mrs. McArthur, Tramway Terminus.

EINE HEALTHY LOCATION, commanding magnificent View of the City and Harbour, the mainland of China, and Islands.

Cool Southerty Breezes in summer, with perfect prefection against the North East Tenus in the command was been summer. The command was been summer as the command was been summer as the command was been summer. The command was been summer as the command was been summer as the command was been summer. The command was been summer as the command was been summer as the command was been summer. The command was been summer as the command was been summer as the command was been summer. The command was been summer as the command was been Miss Neilson, Miss Deacon, Messrs. W. Cum-

Per Meefoo, from Shanghai, Capt. Bradley, Per Chowfa, from Imngwon, c. Messrs. Schultze, Van der Zupen, Allen, Murray, and

DEPARTED. Per Empress of Japan, for Shanghai, Mrs. Passmore, Mrs. Harrison, Messrs. E. N. Butt,

W. V. Drummond, J. Jobsen, G. Burton, L. A. Choy, Lo Wing Yune, and Chin Wah Shun; for Nagasaki, Mr. and Mrs. E. A. Measor, Mr. Ng Pak Chan; for Kobe, Col. and Mrs. Temple, Mr. and Mrs. Baruch, Mr. and Mrs. Brierly, Miss Pense, Miss A. E. Bates, Mr. and Mrs. Cozine, Messrs, M. Lohmann, Boltmanns, F. R. von Schooller, and Lo Pun Kok; for Yokohama, Mr. D. R. Pochajo, Miss M. E. Cameron, Mr. G. L. Blaski, Mr. and Mrs. A. P. MacEwen and child, Mrs. T. H. Hayes, Mr. Kwong Ah Moon, and Mrs. Hemming; for Vancouver, B.C., Mr. N. M. Poud, Mesars. Plutman, Symmons, and S. Clark; for Vancouver from Shanghai, Messrs. G. Boyer and J. Marshall; for Victoria, B.C., Mrs. Acheong; for Tocoms. Mrs. Kemp and 2 children, Mrs. A. K. Scott and daughter; for San Francisco, Col. and Mrs. Pakenham, Mrs. T. Wilson, Messrs. F. C. Gates, A. Gaitskell, Baikelt, E. W. Blodgett, Mrs. M. K. Plummer, Mrs. Gile, Master Gile, Miss Robinson; for Seattle, Mr. and Mrs. Consland and 2 children; for Pittsburg, Miss K. N. Flocson for New York, Mr. and Mrs. Head, Miss Head, Mr. O. Langenback, Mr. and Mrs. Thorndike, Mrs. Thorndike; for New York from Shanghai, Mr. W. H. Furness; for Havanna, Mr. Wong Chun Shing; for Liverpool, Messrs J. Rich-mond and C. E. Samuels, Dr. H. Blackburn; for London, Mr. and Mrs. MacMullen, Miss MacMullen, Mr. and Mrs. Beauchamp, Misses Margary (2), Miss E. K. Dixon, Miss M. E. Janson, Mrs. Hoffunister, Mr. and Mrs. J. W. Hose, Mesers. W. H. Dixon, J. Dixon, D. R. Marshall, W. H. Halliday, and T. Fotter; for London from Shanghai, Messrs. A. and J. W. Goodwin, and A. Harvey; for London from

Yokohama, Mr. G. Storing. VESSELS IN DOCK. KOWLOON DOCKS.-Kwangles, Butuan, Progress Proportis, H.I.G.M.S. Deutschland, Sishan, Kaipan, Taicheong. COSMOPOLITAN DOCK .- Coptic, Jacob Chris-

TO-DAY. Brough Comedy Company, Theatre Royal,

TO-MOREOW.

Auction Over 500 Volumes Books, Mr. V. Remedies, 2.30 p.m.

Meeting of Eothen Mark Lodge, 8 p.m.

THE MICASTOS FACTORY. MR. C. HOLDSWORTH, Superintendent at

Works, Saukiwan Road, Hongkong. The General Managers are prepared to enter

into contracts for covering boilers and steam pipes with either MICA OF ASBESTOS COMPOSITIONS at the following quotations:--55 cts. per superfical square foot for boilers

Noon to 2 p.m. Every quarter of an hour 3 p.m. to 8 p.m. Every quarter of an hour 65 , , , steampipes Exposed Steam pipes needing extra wrapping and canvas and far dressing will be treated SPECIAL CARS by arrangement at the Com-pany's Office, 38 & 40, Queen's Road Central with the above Compositions at \$1.05 per superficial square foot.

A stock of the Compositions is kept ready for sale packed in 5 cwt. casks. Price for ton loss: \$100 per ton P.O.B., or in smaller quantities at \$6 per cwt. F.O.B. All works will be under the personal supervision of Mr. Holdsworth and all orders must be.

sent through the undersigned. SHEWAN, TOMES & CO... General Managors.

Hongkong, 10th February, 1898. [427 南派

TATING NAM & CO. HAVE FOR SALE MANILA CIGARS, CIGARETTES, and TOBACCO, &c., &c. Wholesale and Retail. Also JEWELLERY.

No. 96, Queen's ROAD CENTRAL. Hongkoog, lat February, 1898.

ENTERTAINMENT Communications respective Advertisements, Sub-scriptions, Printing, Binding, &c., should be addressed Dater Press only, and special business matters THEATRE CONTRACTOR Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

> Under the Direction of ME. ROBERT BROUGH. Representative-MR. HAMILTON.

CITY HALL, HONGKONG.

THIS EVENING

(THURSDAY), the 17th March, 1898, Commencing at 9 P.M. N ASSISTANT ELECTRICAL EN-

A GINEER, Apply by letter, giving BROUGH COMEDY COMPANY references and copies of testimonials, to THE MANAGER. Hongkong Blectric Co. Ltd. THIS EVENING, at Nine o'clock; Hongkong, 17th March, 1898. LAST PRODUCTION IN HONGKONG OF THE CASE OF REBELLIOUS SUSAN NOTICE OF BEMOVAL. THE CASE OF REBELLIOUS SUSAN

THE CASE OF REBELLIOUS SUSAN DR. SYLVESTER G. HILL has REMOVED his Dental Office to the By Henry Arthur Jones. HONGRONG HOTEL, ROOM 165. Office hours: THIDAY and SATURDAY. 10 to 12 A.M., 2 to 3 P.M. 18th and 19th Marcu. Hougkong, 17th March, 1898. "NIOBE"

NIOBE TO DET. Methological Faroical Comedy, by TROM 1st APRIL, 1898, DINDER, CAINE H. A. E. PAULTON.

MONDAY BUTTUESDAY. BRANDÃO & CO. 21st and 22nd March, "THE IMPORTANCE OF BEING EARNEST MADAME LAZARE. THE IMPORTANCE OF BEING EARNEST" THE THEORY ANCE OF BEING

EARNEST BY OSCAL WILDE. PRIORS OF ADMISSION :--RETTES, RIBBONS, LACE. [688] Dress Liebie and Orchestra Stalls 83.00: Stalls \$2007 Pm \$1.00 Boldiers and Salines in Uniform half price to

Doors Open 8.1. Curtain 9

Box Plan now open of the Robinson Piano
Co.'s Warehouse where seats can be booked REGULAR CONVOCATION of the above CHAPTER will be held at the FREEMASONS' HALL, Zetland Street, on (and the Trokets obtained) air nights in advance.

A late Train for the Peak will loave each SATURDAY, the 19th instant, at 9 P.M. precisely. Visiting Companions are cordially Evening lifteen minutes after the termination of the performance.
Hongkong, 17th March, 1898. [668]

POST OFFICE NOTICE A VICTORIA CHAPTER will be held' IN Order to facilitate the rature to the at the Freemasons' Hall on MONDAY, writer of Correspondence Registered the 21st March, at 5 for 5.30 P.M. precisely. and Ordinary, that is from any cause on Visiting Companions are cordially invited to deliverable, it is suggested that the Sender's attend.

Name and address may be superscribed upon the cover (see Postal Guide par. 58): A. M. THOMSON.

Postmaster General. General Post Office, Hongkong, 11th Morch, 1898. GOLD LEAF. at the Freemasons Hallon WEDNESDAY, the 23rd Starch, at 8.30 for 9 p.m. precisely. Wisiting Sir Knights are cordially invited to guaranteed 100 touch. Lowest Rate.

Hongkong, 1st March, 1898.

TESSES. HUGHES & HOUGH have received instructions from the Monr. REGULAR MEETING of the EOTHEN MARK LODGE will be held at the Freemason's HALL TO-MORROW, the 18th inst., at 8.30 for 8 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongroug, 11th March, 1898.

TOTHEN MARK LODGE.

NOTICE.

YUBARI COAL. I AM now importing this well known Coal direct from the Mines in Japan. YUBARI COAL has been proved most suitable for Ironclads, Steamers, Manufactories, &c. I am also importing MOJI COALS and have always a large stock on hand. Intending purchasers are respectfully re-

quested to communicate with the undersigned, and all orders will receive prompt attention. CHAN A TONG. Coal Merchant, No. 34, Praya Central. Hongkong, 1st February, 1898.

of \$488 payable in respect of the whole Re-NOTICE TO AMERICAN CITIZENS. For further Particulars and plan and condi-A MERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which includes SANSHUE WUCHOW, MACAO, SWATOW, HOLHOW and PARHOL are: REQU-ESTED to REGISTER at this Consulate either personally or by certificate setting forth the date and place of birth and last residence in the

United States. The advantages of registration are obvious and may prove of value in time of need. There is no fee or charge for registration. EDWARD BEDLOE.

U.S. CONSUL. United States Consulate, CANTON, China, 1st February, 1898. [493]

## [682] ONE RAINY DAY

A shiftless man was asked why he didn't mend his leaking roof. His reply was, "Can't do it when it's raining." When asked why he didn't do it when the sun was shining, he replied, Captain Cobban, will be despatched for the above "No need to do it then." So with the shiftless man and life assurance. Last year he said, "Times are too hard, I know I require assurance, but can't afford the money." This year he says, " Am making money now and don't require assurance; will make a fortune in a

> Give practical application to this metaphor, and remember that he who neglects to assure NAPIER JOHNSTONE'S when it is fine, cannot assure when it is raining, therefore call upon

NOTICE.

SANDER & CO. WIELER & CO. Office, Queen's Road Central, 10. Hongkong, 1st March, 1898.

NOTIOE. MR. HARRY WALTER ARTHUR was admitted a Partner in our Firm on the let Jenuary, 1898. BAIN & CO. Taiwantoo, South Formoss,

25th February, 1828.

few years-IF I LIVE."

THE EQUITABLE.

NOTICES OF FIRMS

EMBERS wishing to enter for the above IN HE Undersigned Firms have This Day will find LISTS on which to enter been amalgumated and will in future their names in the Honoroug CLUD, THE carry on the Business under the name and style of SANDER, WIELER & Co.
All assets and liabilities of the former firms Hongkong, 16th March, 1808. [676 | have been taken over by the new firm.

Bland of Selected Distillations of the Finest Scotch Whiskies Apply to SIEMSSEN & Co., Hongkong. [37

MUTLER, DALMER & Co., WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb Quality and of Cutless, Palmen & Co.'s Selection. Sole Agents for it-

LANE, CRAWFORD & Co., Hongkong. CARTRIDGES.

Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTEIDGES:-Loaded with With Powder Powder only. and 1 or of Bhot. Primrose Cases ...\$5.65 \$7.40

NOBEL'S SPORTING BALLISTITE

Pegamold Cases ... 8.25 8.00 Friedtor Bruss Casor. 6.90 5% discount on orders of 1,000 and over. WM. SCHMIDT & Co.,

Gunmakers, 430 L. Hongkong, 27th July, 1897.

"CLUB" WHISKY AT \$12.00 PER DOZEN.

CHEMISTS AND DRUGGISTS.

IMPORTIES OF SELECTED BRANDS OF WINES, SPIRITS, AND CIGARS. Hongkong, 28th February, 1898.

SALAD OIL, SALAD OIL, SALAD OIL.

20 oz... 8.50 24 oz... 10.25

G. GIRAULT.

## NTIMATIONS

BROWN, JONES & CO. DEALERS IN MEDICAN AND ITALIAN MARBLE AND HONGKONG GRANITE. CEMETERY MEMORIALS. Designs and Prices on application.

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PHILIPPINES, BORNEO, &c., &c. WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY THE HONGKONG DIRECTORY AND RONG LIST FOR THE FAR EAST,

1898.. PRESTY-SIXTH ANNUAL ISSUE. Complete with Twelve Maps and Prospin L302, \$7. Directory only, pp.

MANUPACTURERS OF AERATED WATERS.

CERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranfeed. The best materials only are used THE PRICES are only half those . charge in England.

· MANUFACTURED WATERS BY US are acknowledged by the leading English makers to be equal to those of their own production,

Sir Edward Frankland, K.C.B., D.C.L. F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us-in our manufacture:---

"It possesses an extremely high " degree of organic purity and is " of most excellent quality for " drinking."

A. S. WATSON & Co.. LIMITED. THE HONGROUG DISPENSARY.

Established A.D. 1841:

Honghong, 35th March, 1898

NOT. CE TO CORRESPONDENTS. UNIA communications relating to the news columns. should be addressed to Tute Enthon. Correspondents was forward their name and address. communications addressed to the Editor, no Lighting, but as evidence of good faith. Is tiers for production should be written on one sule of the paper only. . No anomymously sumed communications that have atreaty appeared in other papers will be inserted. Criters for azera copies of DAILY Pares should i

sent before II a.m. on day of publication. After that I air the supply estimited. Only supplied for Cash Irl graphic Address Puns -A.R.C. Code. P.O. Por. 20 Puls dions No. 12.

Hongkone, March 17th, 1898.

Ar length we have had some official reference to the suprotected condition of this Colony, The Under Secretary, of State for Foreign Affairs, evidently in reply to some interrogation in the House of Commons, is reported by Router's Agency to have stated that "steps required for the proper scenrity" "of Hongkong had been occupying the "Government for some time." Apparently | the 21st instant Mr. Cunzon die not volunteer any lint v the nature of the steps referred to. It is, left San Francisco for this port via Honolulu, however, no secret that the Government | Yokohama, Kobe, Nagasaki and Shanghai, on have for the past two years or more been nware of the inscence position of the port in case of forcian attack, awing to the greater range of modern projectiles and the possibility of the city of Victoria and the Kowloon docks being shelled from Mirs Bay or the southern coast of Lumma Island. They have, for a much greater period, also been aware of the open door to invasion now presented by the undefended be looked for at no distant dute, even if it be bays and inlets on the southern coast of this island. Not only is the whole water supply of the colony at the mercy of any invading force, but there is not a single fort, battery, or redoubt, nor solitary coign which left hence February 12th for San of vantage in any way utilised on that side of the colony. More than a year ago there was much talk of fortifying the southern approaches, but nothing was done, and we doubt whether even the plans were designed. The harbour is sufficiently protected, forts commanding both entrances, General cargo. which are also mined, so that an enemy would indeed be hold to the verge of rashness who would venture to try and force a way through Green Island passage or the Lycemoon. But on the southern coast there is no obstacle to be overcome, and severa deep and inviting inlets with secure and comfortable anchorage; also some useful docks at Aberdeen, which would promptly fall a pray to the enemy if he approached with sufficient caution. Clearly there good reason for the exposed condition of this important coaling station occupying the attention of the Government. Indeed it ought at the present juneture of affairs to afford them ground for much well founded anxiety. We hope that this anxiety does exist and will continue until they bring their minds to a consideration of the proper

steps to remove the causes thereof.

It is necessary, and we believe the | Yesterday afternoon Mr. G. P. Lammert put necessity is generally admitted by all to sale "Craigieburn" and the land surnuthorities on the subject, that, in order was willing to lease the house at a rental of \$300 to give the Squadren perfect freedom a month for a year and perhaps more, and the to pursuo its untural role of protecting British commerce affeat, this colony cupation. There was, however, no bid for the should be self-protecting. To this end its ) borders should first be extended to the boundaries proposed, viz., to include the Kowfoon binterland as far North as Starling Inlet in Mire Bay on the East, and to the Hongkong Football Club will play for the Lamkas Bay and Ty Shan Bay on the West, and southwards to include all the islands down to Gap Rock, including the Lema, Islands on the East and the Ladrones on the West. This would enable the military authorities to provide against a descent over the passes down on to the Kowloon poninsula and the Naval authorities to close Mirs Bay to hostile crinsers, while the possession of the community, and in consideration of the advanislands would give us the opportunity of sighting the approach of any hostile vessels tory telegram. The following is the text of the

elso then be no need to feel anxious Chairman." as to the water supply, for this would be practically unlimited on the Kowloon alone would not, however, suffice to relieve all anxieties. It would still be just as island of Hongkong, for the island must always continue the chief centre of wealth and population in the colony, no matter how much the colony may be extended. The Daily News. garrison must at the same time be increased very largely. At present it is ludicrously insufficient for the purposes of defence, and it should be maintained at in excess of those requirements, considering the trend of events pared to conserve our commercial interests in that country, and the great distance from India, the nearest base being some fourteen GEORGE BOWEN was fond of styling Hong turned. kong the Malta and Gibraltar of the East, and it has now become of certainly equal-

though this fact is generally recognised, both at the War Office and at the Admiralty, the number of those of the two Mediterranean stations. If Hongkong belonged to Russia twenty thousand troops, and if Great Britain is to speak with effect to pos sible fors at her Eastern gate and to reason profitably with China, she should maintain a potential force as garrison in have rather tardily recognised its value as a Naval base we have proof in the extensive additions contemplated, though apparently

importance to those places from a strategic

point of view and of vastly greater value

from a commercial standpoint. Yet al-

still far from commencement, at the Royal Naval Dockyard. It would be satisfactory to learn that its effective defence—by for- (Laughter.) I remember I landed on the Bund to give a literal translation of the Chinese his- a tendency to die away at intervals. There is tification of the southern approaches and the provision of a sufficient garrison-had been decided upon by the home Govern-

The P. & O. steamer Manila left Singapore for this port on the 16th inst. at 8 a.m. No cases of rinderpest occurred either on the 14th or 15th instant at Sassoons Ville, Pokfu- well when the commission on that business was | torical records of China are, as Mr. Macgowan | gerated the darkness of the weather. The

A Chinaman who returned from banishment was yesterday sent to guol for twelve months with hard labour.

The H: A. L. steamer Andalusia left Singapore for this port yesterday and is due here on or about the 2.3nd instant.

The South Australian authorities have decided to issue no further pearlshelling licenses to coloured aliens at Port Durwin.

For playing fantan on the Broemar a Chinaman was yesterday fined \$25 with the alternative of six weeks' imprisoment.

The C. M. steamer Colong, from Glasgow and Liverpool, left Singapore for this port and muy be expected here on or about the 21st inst. At Kobe on the 8th inst., a grog shop kept y a European was destroyed by fire and a seaman pa med Eaton was burnt to death.

The Shire Line steamer Monmouthshire, from Middlesbrough and London, left Singapore yesterday, and is due here on or about the

The D. D. R. stenmer Wally, from Hamburg, lift Singapore for this port on the 15th

instant, and may be expected here on or about The O. & O. steamer Doric, with mails, &c.

Sir John Carrington has consented to distribute the prizes : nd certificates to candidates at

thelast London College of Music examination on Monday next, in the City Hall, at 4.30 p.m. The losses sustained by a surance Companies

through fires which have so far taken place in Kobe during the present winter is reported to be considerably over a million dollars. The Birmingham Post states that an enlargement of the British concession at Kowloon may

not a direct consequence of the present negotia-The P. M. steamer, China, with mails, &c., Francisco via Shanghai, Nagasaki, Kobe, Inland

Sea, Yekolama and Honolulu, arrived at her destination on the 13th inst. Telegraphic intelligence has been received by

Messrs. Shewan, Tomes & Co., from San Francisee of the loss by stranding of the American ship New York, which sailed from Hongkong for up and Maid Marian and Erica got away from San Francisco on the 14th January with a Both units of the Hongkong Volunteer Corps

will parade, at head quarter at 4.30 this after noon to take part in a parade with the remain der of the garrison. Uniform-khaki drill, helmets, and putties. Volunteers are requested to make every endeavour to attend. An Indian policeman was charged at the

Police Court with misconduct. He went to a market hawker and asked the price of fowls. The price was stated and the policeman than endeavoured to get the birds at a much lower rate, and when his request was refused he struck the hawker. Commander Hastings fined the with a west wind until the first bout got near defendant \$50. The fine was paid, Mr. C. D. Melbourne appeared for the defences

An English sailor met an Américan sailor on Tuesday afternoon near the Clock Tower. They had both been drinking too much and they commenced fighting. A Sikh policeman mediated between the contending parties and marched them to the Police Station for a final settlement of the difficulty. Yesterday Commander Hastings decided that each man should pay \$5 or go to gool for fourteen days.

purchaser could build two or more houses on the vacant land while "Craigieburn" was in ooproperty, which was therefore withdrawn.

This afternoon on the Happy Valley Hongkong Football Clab will play the Company, B.D., R.A. Kick off at o'clock. This will be the last match in which present season. The Club team will be :- P. G. Davies, R.A., goal; W. D. Mayson and C. Kew, backs; F. H. Kow, H. Pinckney, H. W. Looker, halves A. S. Anton, A Other, W. A. Ir. Lethbridge, K.O.R., J. Noble, and F. Orward, forwards:

At the Shanghai ratepayers' meeting mention was made of Mr. Archibald Little's safe arriv at Chungking with his pioneer steamer, and was resolved that the Council, on behalf of the tages that would accrue to commerce from Mr. Little's success, should send him a congratulaand queventing their making any of these telegram sent:-"Little, Chungking. Rateplaces into a base of attack. There would payers Shanghai public meeting tender hearty

A Changsha disputch states in view of opening of Yochou as the Treaty port side. The mere rectification of the frontiers Hunan, and at the instance of Marquis Tseng, the grandson of the first Marquis, the Governor of the province, H.E. Ch'en Poo-chen, has recently sent an invitation to ex-Detective Innecessary to fortify the southern coast of the spector Quincy of Hongkong to come to Yochou

Yesterday Commander Hastings hold an inoutry respecting the death of the old woman who jumped from No. 2, Graham Street during the fire there on Saturday morning. It was proved that the staircase was on fire and that all the inmates but the deceased escaped by climbing over a verandah into the next house. China, the absolute necessity of being pre- The deceased failed to do this and shouted "Save life." Somebody went to fetch a ladder, but before it arrived the woman jumped into the street. She was taken to the hospital, any point from which it may be recruited, where she died ten minutes after admission from shock caused by burns to her hand and neck and also by scalp wounds. A verdict in days' steaming hence. Many years ago Sir accordance with the medical evidence was re-

Office a copy of the "Directory for Bangkok and Siam" for 1898, a handy reliable book of reference for all classes, with calendars and every information about weights and measures. Siamese festivals, treaties, notes on the ancient and modern history of Siam, and official and general directories. It contains ull that we want to know and a lot that we do not; we Garrison is still maintained at only half the have given a hurried glance through Theoretics to pick, but do not find any, although a Totless a captions critic might find a few. Wo can dommend it to all having business relations with it would probably be garrisoned by Siam. Why "Bangkok and Siam ?" We wore taught at school that the whole includes a part.

nection with the settlement and leaving for Mr. Macgowan claims for them, must be mainly | piculs light and 1,600 piculs heavy cargo, and England, and on the 10th March a com- records of humiliation and lefeat. The sup- the Haitan was a screw steamer of 1,183 tons plimentary banquet was tendered to him at the pression of the Taiping and Mahomedan Re- registered tonnage. The junk was on a voyage Hongkong. That the Imperial Government Shanghai Club. Mr. E. F. Alford occupied the bellions and the reconquest of Kasgaria will no from Haiman, a port to the south of Swatow, chair. The following is an extract from Mr. doubt be set down as heroic achievements, but | to Hongkong, while the steamer was proceed-Burkill's speech in reply to the toast of his these were domestic affairs and will not avail to ling from Hongkong to Swatow. The collision health :- I think the occasion demands some few upon you. I landed here nearly thirty-two dealings with foreign Powers by reason of the where between Chihang Point and Pedro Blanco was told that it took three years to do it. remember also that having spent all my money of the Chinese historians. Those portions of representing it as fine and clear, with the stars I borrowed helf-a crown from a fellow passen- it that would have no interest for the English visible, while the evidence for the defence goes ger and landed with that in my pocket. Thus reader have been omitted." The work of con- to show that it was cloudy and overcast and equipped I started here to make my fortune domestion suight we while have been carried a very dark but clear on the water. It is agreed a decent seat on a horse, and some knowledge of litself. Names, dates, and events are set down like the jank could not have been seen without silk (renewed laughter). In the intervals of in arid sequence, but their benjang on the life lights, at a greater distance than half a mile riding, paper hunt racing, and breaking in of the people the reader is left for the most part. On the whole I am inclined to think that the ponies, I used to buy silk; I remember very to search out for himself. But the official his- evidence for the defence has somewhat exagfive per cent. But it seems to me that these says, concerned mostly about wars and conquests was of little force, with a south-westerly current. reminiscences might become painful. With and court intrigues. Hence as a complete his. It is not disputed that the steamer was carryyour permission I will skip the intervening tory of the nation they are unsatisfying, and ing the regulation must head and side lights. years and merely say that by a series of entirely | require to be supplemented from other sources. | With regard to the lights of the junk there is a fortuitous circumstances 1 find myself in the The most interesting section of the book before direct conflict of statement. The three witproud position that I occupy to day Chairman as is naturally the last one, dealing with the | nesses who were examined on behalf of the of the Shanghai Municipal Council and the period of the Tsing dynasty, which is brought | plaintiffs and who were on board of the junk at numberthy recipient of one of the greatest up to the close of the war with Japan and the the time of the collision state positively that honours that Shanghai can do to one of its conquest of Formosa. The author has not there were two white lights carried by her,-

REUTER'S TELEGRAMS.

BUPPLIED TO THE "DATLY PRESS."

LONDON, 14th March. SPAIN AND THE UNITED STATES The Spanish Minister has presented his credentials to President McKinley with mutual expressions of cordiality and a desire for close friendly relations.

THE BRITISH TROOPS IN THE SOUDAN.

The march of the British brigade to Borber occupied four days and three nights, a remarkable feat. A great number of the men were out their boots and arrived barefolded. LORD SALISBURY'S INCALTH.

The doctors have ordered Lord Salisbury to the Reviers in a week's time.

at the Foreign Office during his absence. THE SECURITY OF HONGKONG Mr. Carzon stated in the House that steps required for the proper security of Hongkong had been occupying the Government for some time.

ROYAL HONGKONG YACHT CLUB.

ROYAL ENGINEERS' PRIZE -3RD BACE. 13th march. Course.—Stoneoutters (port) Cowchow Rock (port), Stoneoutters (starboard); 16 miles

Mr. T. W. Lammer Mr. J. Hastings Maid Marian .... Mr. F. H. May Mr. A. Denison Chanticleer ... Mr. C. A. Tomes There was a light west wind at 11.30 when

the starting gun went, and the hours got off fairly well together. Chanticleer, Meteor and Maid Marian went away in the close reach to Stoneentters, with Erica and Pheebe next. At 1 themorth side of Stonecutters the wind freshened the others. On clearing the Island it was a long tack for the rock, and Maid Murian made an extra to windward, in order to weather Cowchow but Erica made for the sea side of the Island followed, by Phoebe and Dart. Chanticleer and Meteor following the Maid. Active had run into a calm and gave up. The rock was rounded by the leading boats as

> Erica Maid Mariau Chanticleer ... ...

lighter as the Island was neared, and the beats

all closed up on the leader. It was a drift

the finish, when the breeze piped up again and the line was crossed at the following -Corrected. Points. Total. Maid Marian 3 43, 8 3 46 27 3 39 44 Chanticleor 3 47, 40 3 40 41 Meteor...... 3 49 11 3 42 13

REVIEWS.

A History of China, from the Earliest Days down to the Present. By Ray. J. Macgowan, London Missionary Society. Shanghai : Printed by the Prosbytorian Mission Press. 1897. (Hongkong: W. Brower & Co.)

Mr. MACGOWAN'S work deserves a hearty welcome from all who are interested in the history of China. The method he has adopted in its compilation is explained in the preface. The volume professes to give the history of China in a form that is now to the English reader. It is not a compilation gathered from all kinds of sources, but a reproduction, from the original, of the Standard History of China. That the native history is on the whole a reliable one, Mr. Macgowan says, we have no reason to doubt, especially when we consider the system that was adopted to protect the writers of it, so that they might tell the most unpleasant truths without any four of risk to them selves. Ever since the Han dynasty (B.C. 206-A.D. 25) historians have been appointed to write the history of their times, and no one but themselves has been allowed to look upon what has been recorded. There have been times when a ruler has attempted to coerce them to ravea what they have written about himself, but they have been willing to suffer death rather than betray the trust committed to them. The consequence has been that the writers have been able to write impartially when they were compelled to write some story to the discredit of an to organise a native police force for the new Emperor, or of some powerful statesman, or that foreign settlement in that, city. It is also reflected dishonour from the nation. As each dowhon all the doct dents it contained were handed over to the royal historians, who proceeded from them to write the history of the dynasty that had passed away. The story of the Mancha

lynasty, being still concealed within the recesses if the historical chest, has not been available in the preparation of this history, and other sources of information have had to be relied This iron chest, a veritable memento mori to each succeeding dynasty, is one of those singu-

lar institutions of the Chinese Empire that countries of monarchical institutions it is alrule is shaky no official admission to that effect | and Hastings) for the defendants. is made. Theoretically a dynasty is regarded as destined to continue for ever, or, should it expire for want of issue, to be peacefully succeeded by a collateral family. But in China it would seem to be officially recgnised and sent dynasty has already had a longer tenure on the night of the 4th August, 1897. The monarch whose reign falls in the period of deca-Mr. Burkill, the retiring chairman of the dence and disgrace. The recent historical records Shanghai, Municipality is severing his con- of China, if written with that honesty which reminiscences, therefore I propose to inflict a which the Empire has been subjected in its 1897, at a point on the coast of China someyears ago. I came out to make my fortune. I ignorant self-conceit and arrogance of its rulers. Island. The wind was blowing from the east

allowed himself to be biassed by his clerical one at the foremast head and the other at the calling, even upon such a controversial mat- mizzen mast head. On the other hand, three of ter as the opium question, which he treats with | the witnesses called for the defence, who were indicial impartiality. While it may be inferred on bourd of the steamer at the time of the colthat Mr. MacGowan personally disapproves of | lision, assert as positively that the junk carried the opium traffic, in his review of the events | no regular lights, and that there was only a flare leading up to the first war he says .- "Un- up or other light seen on her deck immediately fortunately the Imperial Government at Peking | before the collision. The witnesses for the had not taken a decided position on the question, plaintiffs, who were all Chinese, gave their The statesmen there were divided into two evidence in a manner which was unusually clear parties. One was for legalising the drug, and satisfactory for that class of witnesses. from the country. It is a fact worthy of attend the lights and that he heisted them about note that neither of these looked at sunset on the evening in question. On the other the subject from a moral point of view." | side, while I see no reason for thinking that the Elsewhere he says:-" Although the war was | witnesses for the defence desired to wilfully

unquestionably the result of the refusal of the | mislead the Court on this point, I have to re-Chinese officials to recognise the English as member that the light on the mizzen-mast head anything but tributary to their Emperors, there | may very well have been concealed from them is no doubt but that the mandarias who were by the sails of the jank and that, in the very present at the signing of the treaty all believed | short period of excitement which elapsed between that the real cause of it was the opium traffic." The opium traffic was undoubtedly the proximate | collision, they may not have observed the light cause of the war, but the real cause was, as on the foremast head. I was not impressed by the Mr. Macgowan says, the refusal of the evidence given on behalf of the plaintiffs to show Chinese to recognise the English as any. that some one of the junk's crew had, on board thing but a tributary nation. It is only the stellmer immediately after the collision, Mr. Balfour will conduct the current business people who are incapable of looking beneath | made an admission to the effect that the junk the surface that can be content to accept the | was not carrying lights. On the balance of title of "the opinion war" as correctly describ- | evidence I come to the conclusion that the junk ing our first conflict with China. Mr. Macgowan is equally sound on the audience question. There was also a light on the after part of the Referring to the first reception of the foreign | deck near the compass. ambassadors by the Emperor Kwang Su he says :- "It is inconceivable to all students of Chinese history why England should have allowed herself to be insulted by the Chinese in their demanding that her representative should appear in a building which had been specially

attitude taken up by France and Russia mater- steamer was seen, at a distance of about three. ially assisted in promoting the influence of miles. Both vessels were then on the open sea | junk.

question, in fact it seems to have been in the index we do not find even the word "mis-

assent. We quote the whole paragraph:saw the his orlo figures that fill so large a space steamer afterwards proceeded on her veyage, The prize was thus won by the Maid Marian in the Chinese annals, come forth and take their and the next morning landed the crew of the place in the story of this people, and then junk at Swatow,

and famous generals, some whose names shali

kings, and queens, and princes, and statesmen

ning to be a mighty empire, and how through vessel; a Malay seaman was at the wheel on there was contributory negligence on the part the indomitable energy and persoverance of its the bridge; and a Chinese seaman was on of the Kutsing; if so, of course she could not people it has not only conquered and subdued duty as look-out in the bows. The master, recover anything. He then reviewed the evithe tribes and peoples that lay along its borders. | Captain Reach, was lying down in the chart- dence and came to the conclusion that there was but also absorbed its conquerors and turned room underneath the bridge. The wind was no negligence on the part of those in charge of them into Chinamen and made their country an freshening. About 11 p.m. the third officer, the Kutsing. integral part of China. The Chinese are an | standing on the part side of the bridge, saw the | Judgment was therefore entered in favour of mperial race, and can hold their own physically | sails of a junk shoud about a point on the port | the plaintiffs with costs. in the face of any other in the world. They bow. She was about a quarter of a mile distant. have, however, failed to fulfil the destiny that their great powers pointed out as belonging to her sails were on the starboard side. About the them. They are proud and haughty and contemptuous of all other nationalities. The

the grossest superstitions, that not only affect | made out a large junk, with the wind on the them in their every-day life, but have also been port quarter, heading west south west, as far by closing as if with the hand of fate the half to four knots. As that course would have Comedy "The Case of Rebellious Susan." Mr. the means of retarding the national presperity | as he could see, and going about three and a mineral wealth of the country. Education, in brought her acress the steamer, he gave the the proper sense of the term, does not, and has order to put the helm hard-a-starboard. The shall become the dominant force in its life as idolatry has been in the past."

SUPREME COURT 16th March.

IN ADMIRACTY JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIE JUSTICE) AND COMMANDER W. C. H. HASTINGS (NAUTICAL ASSESSOR).

MAK LOK AND OTHERS V. S.S. "HAITAN In this case the plaintiffs sucd for damages arising out of a collision between the British show the contradictory and well-night incom- steamship Haitan (Master, J. S. Roach), and prehensible characteristics of the race. In other the Kam Shun Hing junk (Muster, Mak Lok). Mr. J. J. Francis, Q.C. (instructed by Mr. C ways assumed that the reigning dynasty is so- Ewens), appeared for the plaintiffs, and Mr. curely fixed, and even where it is felt that their M. W. Slade (instructed by Mesara. Deacon The hearing of the case was commenced on

the 2nd March. His Lordship delivered the following written This action is brought against the owners,

taken as a matter of course that a time must | the master, and all others interested in the come when each succeeding dynasty will be steamship Haitan and her freight to recover forcibly overthrown. And this in the most damages on account of a collision between her conservative country of the world! The pre- and the junk Kam Shun Hing which occurred than the majority of its predecessors, and the plaintiff Mak Lok, as owner of the junk and young Emperor Kwang Sumust have misgivings of her freight and of money and personal effects that the time is approaching when the famous lost in her, claims \$3,700.00; the owners of the iron chest containing the records of his dynasty | cargo claim \$6,058,86, Mak Tong Lung, the will be opened and its contents made public, master, claims for clothing and personal effects not a pleasant subject of contemplation for a \$10.00; and the erew claim for clothing and personal effects \$40.00, making a total claim of

The junk was a three-masted vessel, of 800 blot out the humiliation and loss of territory to | took place about 11 p.m. on the 4th August, Mr. Macgowan says he "has not attempted or nearly east, and was of moderate force, with with half-a-crown in my pocket. I was very tory, his aim being rather to produce as faith- some conflict of evidence with regard to the state careful to have all the accessories in order, so I fully as possible the very thoughts and images of the weather, the evidence for the plaintiffs and an alla man, not the unished pro- little further with drantage. In the earlier that there was no moonlight. The witnesses T came and a substantial from for the plaintiffs allege that they first made out duct which is imported here to day, but of the portion we are presented with material from for the plaintiffs allege that they first made out kind of silk men which were usually got out in | which history, in the popular sonse, should be | the steamer at a distance of about three miles the sixties (Langhter). A light weight, with written, rather than with the finished history while those for the defence assert that a vessel

the other was for total exclusion One of them stated that it was his duty to their first getting sight of the junk and the was carrying the two lights above-mentioned.

There is again a considerable conflet of evidence with respect to the circumstances and cause of the collision. It may be convenient that I should shortly summarise the accounts given by the parties respectively on this head. First, with regard to the plaintiffs' story. reserved for the reception of men that were | For the purposes of navigation a man named bringing tribute to the Chinese Emperor as | Chan A Kwai was master of the junk, and he their over-load." England's unfortunate atti- was at the belm on the evening in question. tude on this question had much to do with the mun named Mak Tang Lung was on the look loss of prestige from which she suffered for so out. The crew was nine, all told. Some time long, and on the other hand the more dignified | before the collision the mast head light of a

and apparently there were not other vessels in In a footnote on page 595, in explana- | sight. According to the preliminary act the tion of the causes that led up to the course at the junk was then about south-west, that the events of 1884 in Scoul incensed the moved from west. There were two sails spread; people of Japan beyond measure; that they | that of the foremast on the port side and that | deciding for peace "led to the Satsuma Re- | wind, which was very light, was nearly eft., and bellion." The Satsuma Rebellion occurred in the vessel was moving slowly through the 1877, that is, seven years before the events | water. There was very little sea. All the crew which Mr. Maggowan says led up to it. The were on dock and awake. When first seen the mistake has evidently arisen from an error in steamer's light was right ahead. Shortly after making or copying notes. The Rebellion in it was seen the master of the junk changed her question was in part due to the moderation of | course little by little and brought it due west or the Mikudo's policy in reference to Korea, but | towards the shore. At the same time the sails the particular events to which that policy were slackened a little. Soon afterwards the applied were long anterior to those men- | red light of the steamer was seen a little on the tioned by Mr. Macgowan. This is the only port ow. The course was not again altered. error of importance we have noticed, and we The green light of the steamer was never can cordially recommend Mr. Macyowan's his- | seen. As the steamer seemed to be bearing down | tory both as a work of reference and, as on her, the master of the junk gave orders to between their schooner the Kutsing with the regards the latter portion of it, interesting burn flare-up lights, and this was done once or and instructive narrative of modern events in | twice by Mak Tang Lung. The crew also China. There is no obtrusion of the missionary | shouted out to attract the attention of the people on board the steamer. Shortly after the rather unduly kept in the background, and | red light was seen, the steamer changed her course a little to the left, that is, towards the sionary." It is only in the concluding lines that | junk. She did not slacken her speed, and in a } there is any special reference to the evangelisa- | very short space of time she struck the junk on | tion of China, and it occurs there in a connec- the port quarter at an angle of about 45 deg. tion that will command respect, if not universal | The after part of the junk was out away by the force of the collision and fell over into the "Our history is now finished. We began in water, the light on the foremast was extingtimes where myth and legend struggled with One of the crew clambered into the bows of the and nothing that those on board the Kutsing any purely commercial line to do any harm to the gloom and mist of those remote and ancient | nished by the shock; and the junk began to fill. each other, and where the light of authentic steamer, and the rest were picked up by her boat, could have done would have averted the history had not yet penetrated. By and by we which was lowered for that purpose. The collision.

For the defence the occurrence is described | in that she might have starboarded her helm in the following way. Before the junk was or let go the tow rope and so have avoided the shine with perpetual honour, and others that seen the steamer was proceeding on a course collision. shall have everlasting infamy heaped upon them | cast by north half north, at a speed of about 11 | His Lordship, in giving judgment, said that it to the end of time. We have told the story of knots an hour. The third officer was on the was admitted that the Wing Kwai was to blame, how the nation has grown from a small begin- bridge in charge of the navigation of the and the only question therefore was whether The third officer and the master may that both same moment the look-out men reported ber. The third officer seized his glasses-which were educated and uneducated alike are the slaves of on the bridge close to him-and with them

never existed in China, and the people of every object of this manœuvre was to cause the two class, from the highest to the lowest, are as vessels to pass one another starboard to starimmoral and corrupt as the pages of this board. The order was obeyed immediately; the history show they were two thousand years ago. | vessel, answering her helm, came round one If there is one thing taught more plainly than point to port, and then had the junk right another in this story of China it is that no | shead. The junk then, being at a distance of nation that has not a knowledge and reverence | 50 to 100 yards, ported her helm and eased off for God can ever become truly great, and that her sheets, trying to come right round and without morality, though it may be powerful | bringing her head to the west. The result of and extensive, its life will be honey combed | this manceuvre was that the junk attempted to and sapped by vices and failings that shall cross the bows of the steamer from starboard est into the notional prosperity and cause it to to port. Meanwhile the muster in the chart full in all the great purposes for which it exists | room had heard the wheel being put hard over, as a nation. The time of China's purification | and at once came on the bridge. When he got and regeneration will come when Christianity there, he saw a junk right sheed kanging almost right across the bows of the steamer from starborad to port. He immediately put the telegraph full speed astern. There is some variation between the statements of the

third officer and the muster on the subject of on deck and gave this order. The third officer hastening his departure. The young man prosays the junk was then in the act of cakinging tests—he has already arranged with Lady Susan her course; the master says he saw nothing any change of course on her part. There is also some uncertainty as to whether any further order was at the same time given by the master. The third officer says that the helm was kept hard-a starboard mutil the moment of the collision, and that the only order given to the helmsman was that given by himself; the master says he believes he gave the order steady the helm, but cannot be positive on the point; while the belinsman is clear that the master gave such an order and that he obeyed These contradictory statements help one to realise the imminence of the collision at the

moment and the state of confusion and excitement that provailed on the steamer. It is explained that the object of reversing the engines was not only to deaden the way of the steamer, but also to cant her hand to starboard The order was instantly obeyed; in about eight seconds the engines went full speed estern from full speed ahead, and according to the evidence of the third efficer the speed of the steamer was reduced by more than one half and she was only going three or four knots at the time of the collision. But it was too late: a collision could not then be avoided; and the steamer struck the junk on the port quarter, at an angle a little greater than 45 degrees. then lay by, lowered a boat, and took off the crew of the junk. The officers of the steamer do not seem to have troubled thomselves to

ascertain the ultimate fate of the junk, but

there can hardly be any doubt that she soon sank. Next day her crew were landed at It will be seen that while these two accounts agree in some particulars, they differ materially in others. But it does not appear to be necessary to discuss these variances in detail, because the opinion which I have formed on the question of the carrying of lights by the junk is really decisive of the case. For on the hypothesis which I think is well founded—that the junk was carrying lights, I am of opinion that on the night in quetion the steamer should have made out her formast light at a distance of about three miles. In this event there would have been ample time for the steamer quit herself of the obligation laid upon her by the regulations for preventing collisions sea to keep out of the way of the junk, and is hardly possible to believe that she would not have succeeded in doing so. In this view of the case, then, I think the steamer is to blame for the collision. But I may go further and say that, even if the finding on the question of lights had been adverse to the junk, the result would not have been different. For it appears to me, on a consideration of the evidence given on both sides, that, if an efficient look-out had been kept on the steamer, the junk would have been made out at a greater distance than a quarter of a mile. But further I am of opinion, having regard to all the circumstances detailed in evidence, that the distance at which the junk was actually sighted by the steamer has been over-stated and that it was less than a quarter of a mile. The third officer says that as soon as he made out the junk with his glasses he ordered the helm of the steamer to be put hard-a-starboard. It is clear that, immediately after this order had been given and obeyed, the master came on the bridge and signalled to the engine room to put

the engines full speed astern. But the master says "My impression is that when I came on the bridge, the collision was inevitable." have no doubt that this was so; that the steamer was then almost on to the junk; and that nothing could have been done to avoid the collision. This view is borne out by the evidence of the belmsman, who says that the master signalled to the engine room and gave him the order to steady the helm at one and the same moment. Then he adds, "Directly the word 'steady' was given the collision took place." I believe the statement of the third officer that the junk changed her course after the steamer had sighted her, and not at a considerably earlier period, as is alleged by the witnesses for the plaintiffs, but, even supposing that this manœuvre contributed to the collision-which I doubt-I am of opinion that the master of the junk must be excused for taking it in the emergency of the moment and within a few hundred yards.

In the opinions which I have now expressed, skill, the Nautical Assessor concurs. The result of those opinions is that the S. S. | than main roads, this sert of traveller can be is a curious error. It is there stated was only one point of the Chinese compass rothe plaintiffs, with their costs of the action. loudly cried for war, and that the Mikado's of the main must on the starboard side. The There will be a reference to the Registrar and merchants to assess the amount of damages sustained by the plaintiffe:

> IN SUMMARY JURISDICTION. BEFORE MR. A. G. WISE, PUISNE JUDGE.

REUTER BEOCKELMANN AND CO. v. WING BHUN AND CO. AND ANOTHER.

This was an action for \$875 being damage suffered by the plaintiffs on account of a collision

in tow of the defendant's steam launch Wing Kwai, and was being towed from Hongkong to Canton; and the Saikong was at anchor in the and some agressive diplomatic scheme which Canton River off Deep Bay. Mr. Hastings appeared for the plaintiffs and

Mr. H. E. Pollock (instructed by Messrs. Wilkinson and Grist) for the defendants. No witnesses were called for the defence. Mr. Hastings submitted that the Wing Kwai was solely to blame for the collision, as she was navigated in a reckless and negligent manner.

Mr. Pollock admitted that the Wing Kwai was somewhat to blame, but contended that the | undoubted guarantee .- Peking and Tientein Ruteing was guilty of contributory negligence Times.

"THE CASE OF REBELLIOUS SUSAN." The Theatre Royal was crowded in every part last evening to witness the first perform ance of Mr. Henry Arthur Jones's Society Jones has taken for his theme the vexed question of the marital relationship in some of its has not, in the larger age of one of her uncles. Admiral Sir Joseph Darby, let things "settle down." She discovers her busbands pecadillos and determines to leave him, despite Lady Darby's comforting assurance that hers "is no worse than a respectable average case." Her cynical uncle, Sir Richard Kato, Q.C., brings his twenty-five years' experience in the Divorce Court to bear upon her, but in vain. She is bent on revenge, and leaves with her friend Mrs. Quesnel, for Cairo. There she meets young Lucien Edensor, and they fall desporlater they meet by accident in the rooms the lotel where Sir Richard Kato is staying, and their embarrassments rouse the uncle's suspicions. Sir Richard has just procured an appointment in New Zealand for the young fellow, who is the son of an old friend, fly with him-but the uncle's will is The lovers part, vowing eternal fidelity. No other image can ever occupy the dead one's Lucien especially is inconsolable; nothing can keep him alive but the memory of his darling. Lady Susan is then offered three alternatives, she must either return to her husband, or go to her uncloss residence Harley Street, or remain with him at the hotel. At first she will hear of none of these proposals. She wildly asserts that she is her own mistress and will do just as

she likes. But Sir Richard hints vagnely at the Cairo incident, of which he has only an inkling, and, fearful of appearances, she decides to accompany him to his residence. She is still there when, some time later, she receives a message from New Zealand, a piece of wedding cake and the ring ste had given to Lucien. Her lover has married a young girl whom he met as a fellow passenger. It is recorded as a wonderful instance of constancy that he clung to the memory of his lost love for three whole weeks. Lady Susan of course survives the shock, but there is an end of her romance, and she rojoins her husband on the understanding that bygones shall be bygones between them. The subsidiary plot is not less interesting than the main one, for in it we have an amusing picture of the type of "new woman" in Mrs. Pybus, who does not believe that the sex question "was settled in the Garden of Eden." Like herself, her husband has a strange feeling that he will yet "stamp himself upon the age. This lively couple disagree on a number of points. They fall to quarrelling over such trifles as the height of the window-blind in their room at "The Rest" to say nothing of the sordid subject of cooking. Orthodox, old fashioned matrimony is skillfully introduced as a foil, and the hearty, jovial couple, Sir Joseph and Lady Durby, add in no small degree

to the interest of the plot. The part of the keen, sagacious, courtly, cynical, large hearted lawyer is one that makes heavy demands on the actor, and to these demands Mr. Brough responded to the full The creation is one of artistic finish and nutural refinement, and ranks equal to any character in which the versatile actor has so far been seen. As Lady Sasan, Mrs. Brough has a part which exactly suits her, and she makes the most of her opportunities. She is all ablaze with indignation at the conduct of her husband, she abandons herself madly to the Cairo romance, she is wayward, robellious, and loving by turns, but she is at all times womanly and forgiveable. Of the other parts Mr. Roberts as Mr. Pybus was most amusing; his tones and gestures sent the house into roars. Mr Shine scored heavily as Admiral Darby; his praises of his " angel of a wife" and his moralisings on the marriage problem, over a glass of champagne, being delight fal. Miss Temple had an ample share of the honours as Mrs. Quesnel, Miss Hardy made a very charming agitator in the cause of female revolt, while Miss Tanner could not have been improved upon as Lady Darby. Mr. Plammer got every ounce out of the rather thankless part of Lucien, and Mr. Majeroni acquitted himself admirably as Lady Susan's husband. Altogether the Brough Company are seen to conspicuous advantage in "The Case of Rebellious Susan," which was a pronounced success last evening. The Comedy will be repeated for the last time to-night, as "Niobe" is announced for to-morrow. The mounting of the piece last evening is deserving of special praise. The various sets were remarkably fine, the drawing room at Mrs. Harabin's in Mayfair and the room of Sir Richard Kato's in Harley Street being artistic masterpieces, in which nothing is lacking down to the smallest detail.

> CHINESE RAILWAYS AS INVESTMENTS.

A certain American paper credits the U.S.

Consul in Shanghai with having stated that

the present Chinese Railways pay 15 per cent. interest. As far as we are aware, not one-third of this can be relied upour on any lines yet opened, but the richest one of all, that between Tientsin and Peking, may eventually earn some when he found a steamer bearing down on him | 8 per cent. provided the truffic increases very considerably. It is extremely doubtful if any I am also of opinion that when the steamer other line in China will eclipse this or come first sighted the junk within so short a dis. near it, and it is far more probable the average tunce she should have slackened her speed or will not exceed 3 per cent. The extreme poverty stopped or reversed. If this had been done at of the majority of travellers and of the people once the risk of a collision would have been generally renders very low fares and rates much diminished. Further, I think that, as essential, consequently we find them about onethe junk was on the port bow of the steamer and fifth of those prevalent in Europe. Some saving never on her starboard bow, it was an error of is certainly made by inferior ecommodation, judgment on the part of the third officer to but the majority of working expenses are at starboard the helm of the steamer. If the least as high as elsewhere, for it takes several helm had been put hard-n-port at the moment. Chinese to do the work of one foreigner, and of sighting, it is clear that the vessels would even then it is usually badly done except when have passed one another in safety. I think it of a extremely simple nature, involving no right to say that, on the evidence before the centit-de-corps or ready means of shirking. Court, the master of the steamer cannot be. Prevailing dishonesty is also a heavy fax, which held in any way to blame for the collision; in- it is only possible to check by still more costly deed, he appears to have done all that was in his supervision, consequently the only very remote power to avert it. He is also to be commended | chance to mitigate it rests with severe laws for the prompt and effectual measures which he justly carried out, as is the case in India. took for saving the lives of the crew of the In spite of the extremely low fares, they are still too high to secure travellers, who can live and travel 30 miles per diem on so far as they relate to matters of nautical some 40 big cash, including food and lodeing for the night. When the line is more direct if it was it would rarely come up to 200 big eash per day. A few travellers can combine and hire an open cart or boat for a very low sum per capita on most of the chief routes. Those who carry valuables prefer the railway purely for safety, as the highways are dangerous in many parts of the empire. It is difficult to imagine any lines can be built much more cheaply than those new in use, as all provinces of China are subjected to violent rain sterms. and floods, which are the chief source of cost and require the best class of work to withstand them. Inferior rolling stock and permanent ways will in the end cost far more and are out of place in a country where timber is so costly and so liable to injury, robbery and fire. Before investing in Chinese railways we must there-At the time of the collision the Kutsing was fore consider the chances more carefully than some promotors appear to do, and without some sort of Government guarantee as in India, is worth the paying for, we have considerable doubts about the facility of securing capital for rapid extension of Chinese railways. By all fair means lot us push railways forward, but don't let us become the dupes of the premotor sharks that will before long attempt to make us their prey while reaping fine barvosts for themselves. It is practically impossible for

quite so easy to be certain as to the safety of

the shareholders unless carefully protected by

London. 16th February. News has been received from Hayana, the capital of Cuba, of a territic explosion having occurred on board the American warship Maine. while lying in the harbour of Hayana. The Kruger, in his speech at the opening of the cause of the explosion is not known, but its Volksrand, stated that the policy of the Transeffects were terrible. Many of the crew were vaal Government would include the construckilled and injured, while 200 are reported to be tion of new railways, the raising of a loan missing. Much damage has been caused in the for these and other public works, and also mak city of Havana by the explosion, and it is ing provision for the representation of the believed that the cruiser has been totally de- Transveal in foreign countries.

plosion on board the American cruiser Maine Chief Justice Kotze from office on the ground state that the explosion occurred in the bow of his having repudiated the agreement made portion of the vessel under the men's quarters, with the Government that the Judges should A number of the crew were blown into the sea in | not in future test any of the laws or resolutions their night clothes, but were rescued by a Spanish | passed by the Volksraad. Judge Gragorowski man-of-war. All the officers of the cruiser with has been appointed Acting Chief Justice in the exception of two escaped without injury. place of Mr. Kotze.

After the explosion the Maine became enveloped in flames, and drifted on to a bank. The captain of the Mains has cabled to his Government to the effect that the public in the United. States should for the present suspend judgment as to the cause of the explosion. The Spanish Government has sent a message to the United States Government, expressing great regrot at the disaster.

London, 17th February. On the news of the disaster to the cruiser Maine being received in New York, there was a heavy fall on the Stock Exchange, but prices recovered towards the close of the day's business. The authorities at Washington have decided to

Further information regarding the disaster that the explosion originated in the central magazine. A few of the orew succeeded in reaching the dock, but most of the men were passed P. & O. steamer, bound north. Murch asleep at the time the explosion occurred and 16th, passed Lygratoon and Esmeralda, bound asleep at the time the explosion occurred, and many were jammed in the torpedo compartment. The captain was the last person to leave the ship. The total number of men killed is now stated

to have been 255. The United States House of Representatives has passed a resolution of condolence with the relatives of the men who lost their lives The Cuban sympathisers in the Foreign Relations Committee express the fear that grave complications will ensue.

SOUTH AFRICAN FEDERATION. London, 13th February. Nows from Capetown states that Mr. Cecil Rhodes is advising the British colonies in South Africa to federate with a view to joint action on important questions; as has been done by the two Dutch Republics, the Transvaal and the Orange Free State.

A GALLANT RESCUE. London, 13th February. News is to hand that the steamship St. Louis effected the resente of 210 persons from the steamer Vendam, when the latter was in a sinking condition in mid-Atlantic. A very heavy STALMER of \$20 per Share on those on board the sinking vessel.

OBITUARY. London, 13th February. The Death is announced of the Right Rev. J. R. Selwyn, D.D., lately Bishop of Melanesia. | that date. THE ENGLISH CRICKETERS IN AUSTRALIA.

London, 10th February. The "Sporting Life," commenting upon the defeat of Stoddart's English cricket team in the match with New South Wales, says that the utter collapse of the Englishmen is extremely disappointing, and there is little chance of their recovering their laurels. Although they may win the final test match in Sydney, which, however, is scarcely likely, their colonial tour will in any case have been a failure.

SHADOWING A RUSSIAN CRUISER. London, 13th February. It is believed that the British battleship Victorius has been detailed for the purpose of

A PAPAL CELEBRATION. London, 14th February. His Holiness Pope Leo XIII. is now celebrat- inst., both days inclusive ing the sixtleth anniversary of his first mess, and the event is causing intense excitement in Rome. Thousands of pilgrims are visiting the

city on the occasion. SETTLEMENT OF LAROUR DISPUTES. London, 14th February. The committee of the Birmingham Trudes Union Congress have prepared a scheme for the coneral federation of the trades unions. The scheme, which aims at the neaceful settle-

ment of all trade disputes, is to be submitted to: the annual Trades Union Congress to be held MONDAY, the 21st March, at 12 o'clock NOON, issued by the Company, and thereafter no other at Bristol in September next. RESULTS OF THE ENGINEERS' STRIKE. London, 14th February. \*A great sensation has been caused at Sheffield by the arrival there of twenty-five truckloads

of German-made hydraulic apparatus. This importation is stated to be a result of the recent strike in the engineering trades. COUNT MOURAVIEFF'S HEALTH.

London, 15th February. Count Mouravieff, Rússian Minister for Foreign Affairs, who was recently reported to be suffering from an attack of smallpox, is now recoverings

RUSSIAN NAVAL PREPARATIONS. London, 15th February. It is stated that the Russian Government are negotiating with the Porte for the passage through the Bosphorus of an ironelad which it is intended to send to China. It is also reported from Odessa, on the Black

Sea, that the Russian Government have purchased 50,000 tons of coal. CONSTRUCTION OF NEW CRUISERS. London, 15th February. The British Admiralty are inviting tenders

for the construction of first-class cruisers. THE PARIS EXHIBITION. London, 15th February. Mr. Curzon, Foreign Under Secretary, pro-

poses to ask for a grant of £275,000 for the representation of Great Britain at the Paris Exhibition in 1900. The German Government have already sanctioned the expenditure of a million sterling on their display at the same exhibition.

KLONDYKE MINERS DEOWNED. London, 15th February,

A report has been received that the steamer Clara Nevada bound for Seattle, in the State of Washington, foundered on the coast of Alaska. Her pussengers, who consisted largely of miners returning from the Klondyke, and the crew, numbering sixty-six, are believed to have been all lost. THE BURMAU-CHINA RAILWAY.

London, 16th February. The Standard states that the Chinese Government have proposed a route for the extension of the Burman railway into China, for which a concession has been given to Great Britain. By the route proposed the line will touch the Yangtse-Kiang, Mekong, and St-Kiang Rivers, giving Great Britain virtual control of the trade of the Bouthern provinces of China.

RUSSIA AND CHINA. London, 16th February. Router's correspondent at Peking asserts that it has been found that the secret treaty between Russia and China does not prevent. China borrowing abroad for the purpose of constructing the Manchurian railway, and it is said that the Czar is indignant at the discovery. It is further stated that the Chinese delegate at St. Petersburg land been instructed to negotiate with Russia on the matter of railway cou-

struction only, and the Russian Ambassador to China was wrongly informed that the question of a loan was to be included in the negotiations SENSATIONAL ACCIDENTS TO LORD BALISBURY.

London, 16th February. A sensational accident occurred to day at Hatfield, the country seat of the Marquis of Salisbary, Lord Salisbury and Lord William Cool were driving through the gates of Hatfield Park, when the wind blew an iron gate against the carriage, wrecking it. Lord Salisbury was enveloped in the debris, but fortunately escaped

MR. GLADSTONE'S RETURN. London, 17th February. Mr. Gladstone, who has been staying in the turing to England, and has left Connes for:

Bournemouth. TAXATION OF THE CLERGY. London, 17th February. The House of Laymon in connection with the

THE CANADIAN TARIFF. London, 14th February. The Hop. R. W. Scott, Canadian Secretary that the Canadian Government intended after August next to limit the minimum tariff provisions to Great Britainand the British colonies." THE TRANSVAAL.

London, 15th February. News from Pretoria states that President

London, 17th February. News has been received from Pretoria that Further particulars with regard to the ex- the Executive of the Transvant has dismissed

Moii 10th March, had heavy gale from N.N.E. in the Formosa Channel. The British steamer C. H. Kian, from Singapore 5th March, had strong N. to N.E. winds, very squalty with heavy rain, high N.E. sea. The British steamer Onsang, from Java 5th March, had generally line weather to Cabra;

The British steamer Menclaus, from Liverpool accept for the present the incomplete information to hand with regard to the explosion, and will await the holding of an inquiry before taking through with the exception of a fresh gule off The Chinese steamer Meefee, from Shanghai THE SIXTEENTH ORDINARY AN is to the effect that the officers of the ship state light lead very strong N.E. monsoon, that the explosion originated in the central high restant cloudy throughout. March 13th, passed Francisco bound north. Merch 15th.

The British stenner Menmuir, from Sydney 17th Fob., Moreton Bay 20th, Townsville 23rd, Cairns 23rd, Cooktown 24th, Thursday Island 26th, Port Darwin 4th Mar., and Dilly Timor 6th, had S.D. gale from Sydney to Moreton Bay; equally and wet to Townsville, thence to Thursday .Islanit light winds and showery; from Thursday Island to Port Darwin westerly gale and heavy head sea; theave to Mindoro Strait N.W. winds, dirty weather and choppy sea. Across the China Sea. N.E. gale and heavy sea.

THE HONGKONG COTTON SPINNING his Claim against the Company. WEAVING & DYEING CO. LD. per Share, declared on the 31st August, 1894 are requested to do so without further delay.

JARDINE, MATHESON & CO. General Managers Hongkong, 19th February, 1898 THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED THE FIFTEENTH ORDINARY GENERAL MEETING of SHARE-HOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, PRAYA CENTRAL, Victoria, on MONDAY, the 21st March 1898. at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the ficate, nuless produced within that period, will. General Managers for the year ending 31st thereafter be held by the Company as null and "shadowing" the Russian cruiser Vladimir December, 1897, declaring a Dividend, and Monomach. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st

SHEWAN, TOMES & CO., General Managers. Hongkong, 2nd March, 1898.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

A N EXTRAORDINARY MEETING of of Miss Montal Sor Foong, of Hongkong, A SHAREHOLDERS in the COMPANY has been LOST; and if at the expiration of one will be held at the Company's Offices, No. 3. month from the date hereof the above document

Confirmation as Special Resolutions. SPECIAL RESOLUTIONS. of Association of the Company be altered by eliminating therefrom the word "February and substituting therefor the word "March." That Article No. 7 be altered by inserting the words "or Extra Reserve Fund" immediately after the word "Fund" in the sixth line of the said Article, and the words "and Extra Reserve Fund" immediately after the word "Fund" in the seventh line of the said Article. That Article No. 121 be altered by inserting the words "and subject to the provisions of

Articles Illa and 1212" immediately after the word "sum" and before the word "be" in the for the said Shares will be issued and the old fourth line of such Article. That the following Articles be inserted immediately after Article No. 121 and be numbered Articles 1214 and 1218.

"Dollars the Directors may nevertheless "at their discretion from time to time "appropriate a portion of the net income "and profits carned by the Company in "any one year, to the formation of an "additional Reserve Fund, to be called

" Extra Reserve Fund." 1218 The monies standing at the credi "of the Extra Reserve. Fund may "applicable for the equalization "dividends, and such monies, or some "portion thereof, may, whenever the "Directors shall think fit, be appropriated

" towards the equalization of dividends." By Order.

JAS. B. COUGHTRIE, Secretary. Hongkong, 28th February, 1898.

> ROBINSON PIANO CO. -DR. OVERLACH'S

MIGRANINE

"LION BRAND"

DR. KNORR'S ANTIPYRINE Patented' LION BRAND." In Powder and Crystals, also in Drops of 5 grains, easily soluble in Wuter, Wine, etc. FEVER RHEUMATIC & NEURALGIC

AFFECTIONS. NERVOUS AFFECTIONS. ARGONIN. (REGISTERED TRADE MARK.)

SOLUBLE CASEIN-SILVER PRE-PARATION.

Used in Gonorrhon in 1 to 2 per cent: soluitons possesses similar bactericida action to solution.

boxes for making solutions shall be implicitly Interature of the above Preparations supplied The Singer of Marly, by Ida Hooper

CHINA EXPORT, IMPORT & BANK CO., Sole Agents for China. BEWARE OF SPURIOUS IMITATIONS LANE, CRAWF RD & CO.,

20 YEARS SOLE AGENTS FOR THE PIANOS COLLARD & COLLARD. 13-71

BANKS. THE CHARTERED BANK OF INDIA L AUSTRALIA, AND CHINA.

TITHE NINTH ORDINARY ANNUAL INCORPORATED BY ROYAL CHARTER, 1853. MEETING of SHAREHOLDERS in HEAD OFFICE, LONDON. the Company will be held at the Company's OFFICES, No. 9. PRAYA CENTRAL, Victoria, on CAPITAL PAID UP. €800,000 TUESDAY, the 22nd March, at 12 o'clock RESERVE LIABILITY OF SHARE-NOON, for the purpose of receiving a State £800,000 ment of Accounts and the Report of the General Reserve: Fund..... #375.000 Managers for the year ending 31st December 1897, declaring a Dividend and electing a Con-INTENEST allowed on Current Account at the rate of 3% per augum on the Daily balances The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 22nd inst. On Fixed Deposits for 12 months ... 4 per cent.

INTIMATIONS

THE GREEN ISLAND CEMENT

CO. LIMITED.

SHEWAN, TOMES & CO.

LIMITED.

NOTICE

ment of Accounts to 31st December, 1897.

LIMITED.

NOTICE

Shareholders who have not collected yet the

THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of 12 Shares num-

bered 4,142/4,143 and 4,569/4,578 stand-

one month honce and that the original certi-

THE CHINA FIRE INSURANCE

NOTICE.

FRIHE CERTIFICATE No. 2,619 dated

13.369 in this Company, standing in the name

16th March, 1888, of the Share No.

THE PUNJOM MINING COMPANY.

LIMITED, IN LIQUIDATION.

THE ORDINARY SHARE CERTIFI.

L CATE No. 3,465 for Fifty Ordinary

Shares numbered, 55,689/55,713 and 31,125/

31,149 standing in the Register in the name of

MAX LOSSMANN, of Kobe, Japan, having been

declared LOST, notice is hereby given that

unless the said certificate be produced at the

LIQUIDATOR'S OFFICE, No. 9, PRAYA

CENTRAL, Victoria, Hongkong, on or before

certificate will thereafter be hold by the Liqui-

AU TONKIN, IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

ARNHOLD, KARBERG & CO.,

JAMES B. DUNCAN.

Liquidator of the Punjom Mining

Company, Limited.

Hongkong, 19th February, 1898.

Dated, 10th March, 1898.

dator as null and void:

Hougkong, 14th March, 1398.

against surrender of scrip.

Hongkong, 10th March, 1898.

COMPANY, LIMITED.

SHEWAN, TOMES & CO.,

General Managers.

JAS. B. COUGHTRIE,

Secretary.

J. GOOSMANN.

Liquidator.

Praya Central.

Hongkong, 8th day of March, 1898.

Hongkong, 2nd March, 1898.

JARDINE, MATHESON & CO.

General Agents.

General Managers.

sulting Committee and Auditors.

Houghong, 9th March, 1898.

both days inclusive.

hoth days inclusive:

December, 1897.

oth days inclusive.

T. H. WHITEHEAD. Manager, Hongkong. Hongkong, 3rd June, 1897. THINA SUGAR REFINING COMPANY HUNGKONG SAVINGS BANK.

by the HONGKONG AND SHANG HAI BANKING CORPORATION, Eules ATHE TWENTIETH ORDINARY ANmuy be obtained on application.
INTEREST on deposits is allowed at 31 I NUAL MEETING of the SHARE-HOLDERS of the Company will be held at the Organis of the General Agents at Noon, PER CENT. por annum. Depositors may transfer at their option on WEDNESDAY. 23rd March, for the purbalances of \$100 or more to the Hongkong and pose of receiving their Report with a State-SHANGHAL BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per preaum. The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 23rd March. For the Hondrong and Shanghai

3 HE Business of the above Bank is conducted

BANKING CORPORATION. T. JACKSON. Hongkong, 1st Angust, 1895. ONGKONG & SHANGHAI BANK-LUZON SUGAR REFINING COMPANY ING CORPORATION. 

I NUAL MEETING of the SHARE. COURT OF DIRECTORS HOLDERS of the Company will be held at the Operices of the General Agents, PEDDAR'S R. M. GRAY, Esq.—Deputy Chairman. SPREET, at 12:30 P.M., on WEDNESDAY. 23rd March, for the purpose of receiving their C. Beurmann, Esq. A. J. Raymond, Esq. Report and a Statement of Accounts to 31st G. D. Boning, Esq. R. L. Richardson, Esq. R. Shewan, Esq. G. B. Dodwell, Esq. The TRANSFER BOOKS of the Company David Gubbay, Esq. N. A. Siebe, Esq. will be CLOSED from the 10th to 23rd March, A. Haupt, Esq.

CHIEF MANAGER: JARDINE, MATHESON & CO... Hongkong-T. Jackson, Esq. MANAGER: General Agents. Shanghai-J. P. WADE GAED NEB, ESQ. Hongkong, 2nd March, 1898. LONDON BANKERS-LONDON & COUNTY BANK-THE CHINESE INSURANCE CO. ING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS. amounting to \$2.75 per Share has been declared For 3 months, 24 per Cent. per Annum. For 6 months, 31 por Cent per Annum. Upon delivery of Scrip to the Liquidator for Cancellation at his Office on or after the 21s

instant, each Shareholder will receive an Order on the Hondrone AND SHANGHAL Chief Manager Hongkong, 14th February, 1898. BANKING CORPORATION in full cettlement of ETHE NATIONAL BANK OF CHINA LIMITED. First Return of Capital, amounting to \$7.50

AUTHORIZED CAPITAL ......£1,000,000 PAID UP CAPITAL to enable the final winding-up of this Company. HEAD OFFICE-HONGRONG. COURT OF DIRECTORS. Care of Mesars. Melchers & Co. CHANKITSHAN, Fog. O. GILIAER, Esq.

CHOW TUNG SHANG, EST T. LAUTS, Esq. KWAN HOL CHUEN, FEG. Chief Manager G. W. F. PLAYFAIR Interest for 12 Months Fixed ..... 5 %

Reserve Fund ..... £ 10,000 BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Corrent Accounts at 1 the rate of 2% pollannum ca the Dally balance. ON FIXED DEPOSITS :-For 12 months J. THURBURN.

LIMITED. ESTABLISHED 1880.

6.360.000RESERVE FUND HEAD OFFICE-YOROHAMA.

BRANCHES & AGENCIES. San Francisco London Honolulu Lyons New York Shanghai Bombay LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LIMITED PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED. HONGKONG AGENCY-INTEREST ALLOWED. On Current Account at the rate of 2 per ences. cent. per annum on the daily balance.

SOCIETÉ FERMIÈRE DE L'OPIUM Hongkong, 12th March, 1898.

SHAREHOLDERS are hereby informed that the sum of Mex. Dollars Two Hundred and Forty-six (\$246) being the last NEW BOOKS AND NEW EDITIONS. DIVIDEND of the COMPANY'S assets is HISTORY OF CHINA, by Dr. Mac-PAYABLE in Hongkong at the Hongkong AND SHANGHAI BANKING CORPORATION and GOWAN ... ... ... ... ... ... 8 6.00 in Haiphong at the BANQUE DE L'INDO-CHINE,

plete edition in 1 vol.)
The Story of Gladstone's Life, by Justin McCarthy
The Interest of America in Sea Power, by Captain Mahan ... 6.75 Bimetallism, by L. Darwin
From Tonkin to India, by Prince of Bimelallism, by L. Darwin Pictures of Southern China, by Mac-Gowan ... 6.50 Sunny Memories of an Indian Winter, by Mrs. Archibald Dunn ... 3.50 Drawing and Engraving, by Hamerton ... 10.00

Rowing, by Lehmann, illustrated 3.00 Twelve Indian Statesmen, by Smith ... QUEEN'S ROAD, Under HONGRONG HOTEL. 126

KELLY & WALSH. LIMITED.

SOME POPULAR COLONIALS. Her Celestial Husband, by D. Woodroffe., \$1.50 Illumination, by Harold Frederic ... 1.50 Trooper Peter Halket, by Olive Schreiner, 1.50 Queen of Jesters, by Max Pemberton ... 1.50 Princess Sarah, by John Strange Winter 1.50 The Clush of Arms, by Bloundelle Burton 1.50 (The Clush of Arms, by Bloundelle Burton 1.50) A Child of the Jago, by Arthur Morrison 1.50. Denounced, by J. Bloundelle Burton 1.50 The Burial of the Guns, by Nelson Page 1.50 silver pitrate, but is distinguished by complete

Solo Manufacturers:

The Little Regiment by Stephen Crane... 1.50

The Third Violet by Stephen Crane... 1.50 Bladys of the Stewponey, by Baring Gould 1.50 Lawence Clavering, by A. E. W. Mason... 1.50 Whools of Chanco, by H. G. Wells ... The Rejnvenation of Miss Semaphore, by H. Godfrey Honey of Aloes, by Nora Vynne 1.50 Human Odds and Ends. by Goo. Gissing ... 1.50

INSURANCES. TORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above on Sunday, the 13th instant, at 8 a.m., and On London. Company are Prepared to Acceler First may be expected here 18th instant, at noon. Class Foreign and Chinese Risks at Current | This Packet brings replies to letters despatched Rates. SIEMSSEN & CO. Hongkong, 20th May, 1895. / TRANSATLANTIOFIRE INSURANCE COMPANY OF HAMBURG.

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Carrent | bai, on the 3rd instant STEMSSEN & CO... Agents. Hongkong, 16th November, 1872

THENIX FIRE OFFICE. The Undersigned are now prepared GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIR & CO., Agents for the Phonix Fire Office. Hongkong, 17th August, 1887.

COTTISH METROPOLITAN ASSURANCE CO. The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE. Chief Manager. A yearly premium of 228 2s. (age 30) secures the following: 22,000 in case of death by accident ...

£1,000 in case of natural death. £1,000 in case of permanent total disablement by accident £500 in case of partial total disablement by £6 per week in case of temporary disablement by accident. Accidents insured against for £4 and £2 ner annum (£1.000 in case of death by weekly payments in case of injury.) For further Particulars apply to J. Ŷ. VERNON.

Houghoug, 8th June, 1896. NORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, & 1896: £12,954,532 0s. 0d.: AUTHORISED CAPITAL £3,000,000 £ Subscribed Capital 2.750.000 The Undersigned having been appointed AGENTS for the above Company are pre-

pared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Hongkong, 12th June, 1897. THE MANCHESTER FIRE ASSUR-

ANCE COMPANY

ESTABLISHED A.D. 1824. TOTAL FUNDS AND SECURITY ..... £2,480,053 NET ANNUAL FIRE PREMIA ..... 2 757,478 Having been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at corrent rates.

HOLLIDAY, WISE & CO. Hongkong 9th January, 1896. CUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Undersigned, having been appointed AGENTS for the above Company, are prepared

SIEMSSEN & CO. Agonts Hongkong, 16th May, 1892 AACHEN AND MUNICH FIRE INSUR-ANCE CO. OF AIX-LA-CHAPELLE.

HHE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO. Hongkong, 21st April, 1897.

- SIEN SURGEON DENTIST. No. 10. D'AGUILAR STREET. TERMS VERY MODERATE, Consultation Free. Houghour, 23rd September, 1891.

T EE SANG COAL MERCHANTS, have always on hand TARGE STOCKS OF EVERY DESCRI TION OF COAL. Address :- Care of Messrs. Kwone Sane & Co No. 68, PRAYA.

R. J. REMEDIOS, MOREIGN AND COLONIAL STAM DEALER. No. 37. ELGIN STREET, HONGKONG, Will be glad to send STAMPS on approvato any address on receipt of satisfactory refer-Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 % Discount Allowed. USED FOR OVER 90 VELES USED FOR OVER 20 YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus

Rot. and Dampness. Sole Agents for China, LUTGENS, EINSTMANN & CO. Hongkong, 31st August, 1897.

2.50 No. 6, ICH HOUSE STREET, PRAYA CENTRAL. Head Office:-Tonic. Branch Offices :- LONDON, NEW YORK, BOM-

BAY, SINGAPORE, SHANGHAL, TIEN-TSIN, NEWCHWANG, and all Ports in JAPAN. AGENCIES:-Miike Coal Mines. Ohnoura Coal Mines. Kanada Ceal Mines. The Milke Cotton Spinning Mill, Ld. Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited. Imperial Government Paper Mills Cotton Cleaning and Working. Co., Shanghai. Onoda Coment Company, Japan, Kanegafuchi Cotton Spinning Mill. Tokyo Colton Spinning Mill, Japan.

Hayashi Clock Factory. Hongkong 4th August, 1897. AMERICAN SYSTEM

No. 39, Queen's Road Central. CHADWICK KEW, (LATE OF POATE & NOBLE). Hongkong, 13th July, 1897.

STOCKHAUSEN DRAPER, MILLINER, DRESS AND MARTLE 28, QUEEN'S ROAD CENTRAL. LATEST NOVELTIES-

Hongkong, 1st October, 1897. NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. steamer Chusan, with the English mall of the 18th ultime, left Singapore from Houghoug on the 13th January. THE AMERICAN MAIL. The P. M. steamer Gaelic with mails left. San Francisco for this port via Honolulu; Yokohama, Inland Soa, Kobe; Nagasaki, and On Paris .-

The O. & O. steamer Doric, with mails - &c. THE CANADIAN MAIL. The C. P. R. steamer Empress of China ON CALCUTTA .-

arrived at Yokohama on Tuesday, the 15th just, the 16th instant for Kobe where she is expected to arrive on Thursday, the 17th inst., at 5 a.m. ' THE AUSTRALIAN MALL. The E. & A. steamer Gullerie, from Sydney.

MERCHANT STEAMERS. The P. & O. steamer Mazagon, left Bombay or Kobe on the 5th instant. The Austrian Lloyd's steamer Giscla left. ingupore for this port on the 11th instant. The N. P. steamer Tacoma sailed from Tacoma on the 13th instant, for Japan and Hongkong. The N. P. steamer Columbia arrived at Yokohama and sails for Kobe and Hongkong on the 15th instant. The N. P. steamer Mond arrived at Yokohama and sails for Kobe and Hongkong on the

for this port on the 10th instant, and may be H. & C. Bakery ...... expected here on or about the 16th instant, The N. Y. K. steamer Tosa Marit left Yokohama direct for this port on the 11th instant, and is expected to arrive here on the 17th

the 22nd instant. The O. S. S. steamer Teucer is expected to eave Singapore about 24th instant. The C. Mutual steamer Kintuck, from Glasgow and Liverpool, passed the Canal on the 6th instant, and may be considered due at Singapore on or about the 24th instant.

POST-OFFICE NOTICES PEAR DELIVERY closes at Post Office at 11.30 mm and S n.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m. The Postal Guide for 1896, revised to date.

will be found in the Chronicleound Directory, P. XIX. This is the only anthrised completed | New \$730 Hongkong. A MAIL WILL CLOSE. For Swatow.—Per Nanshan, to-day, the 17th instant, at 11.30 A.M. For Foochow. Per Sabine Rickmers, to-day, the 17th instant, at 11.30 A.M. For Saigon.-Per Bante, to-day, the 17th instant at 2.30 P.M.

For Kobe and Yokohama.-Per Yamagushi For Shanghai. Per Menetaus, to day, the 17th inst., at 3.30 P.M. For Shanghai, Chefoo, Chemulpo, Nagasaki, Fusan Gensan and Vladivostock -- Per Sugami Maru, to-morrow, the 18th instant, at 3.30 P.M. For Singapore, Penang und Colombo.-Per Tosa Maru, to-morrow, the 18th instant, at

For Manila.—Per Zafiro, to-morrow, the 18th instant, at 4.30 P M. For Singapore.—Per Japan, on Saturday, For Singapore, Penang and Bombay.-Per | Hongkong ...

The British Contract Packet Bengal, will be despatched on SATURDAY, the 19th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar. 8.00 A.M.—Posting of Prices Current and Cir

culars ceases. 10.00 A.M.-Registry coases. 10.30 A.M.—Posting of newspapers, books, and patterns ceases. 11.00 A.M. Mail Closes

the 22nd instant, with Mails for Shanghai, Japan and San Francisco, the United States,

Canada, Poru, -&c., which will be closed as ollows — P.M. Registry ceases. 5 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

JAPAN FINE ART CURIOS KUHN & KOMOR,

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contrasted by the Officers or the Crews of the following Versels during their stay in Hongkong Harbour --ATLANTIC, Ger. str., W. Schneider-Sander, Wieler & Co. BENVENUE, British stoamer, Sarchot-Gibb, Livingston & Co. BUTUAN, Spanish str., Madriago-Brandao CANVAS JACOB CHRISTENSEN, Nor. str., Hanson-

COMMERCIAL. CLOSING QUOTATIONS. . WEDNESDAY, 16th March.

EXCHANGE. Bank Bills on demand ...... 1/10 Bank Bills, at 30 days' sight ...... 1/101 Bank Bills, at 4 months' sight ... 1/10 1/2 Credits, at 4 months' sight ...... 1/10 Documentary Bills, 4 months' sight 1/10; Bank Bills, on demand ..........2.35 Credits, at 4 months' sight......2.394 Bank Bills, on demand ....... 451 Credits, 60 days' sight ...... 46} Bank, on demand ......1391 Telegraphic Transfer ......139 

On demand ...... 9 % pm. MANILA.-JOINT STOCK SHARES. PAID UP. QUOTATIONS. COMPANY, \$125 400 pr.ct. prem., £b hominal Do. ordinary £3 10s. nominal £1 15. 5s., buyers Do. deferred £8 [17, sellers B. Shares ..... £1 p17, sellers. Foun. Shares... £1 inominal \$10 3.75 Tis. 100- Fig. 100, sellers \$20 \$11, sales International ....... Tls. 100 Tls. 112, sellers

Campbell, Moore & Co. China Sugar Hongkong ..... Yahloong ...... Tis. 100 Tis. 90 Dairy Farm Fenwick & Co., Geo.... Green Island Cement... Do. New Issue ..... £10 |:120 Hongkong & C. Gas .... H. H. L. Tramways ... Hongkong Hotel ..... \$50 \\58, bnyers \$25 \\$107, buyers \$50 | 1583. sellers II. & K. Wharf & G. \$50 \$164, sellers nsurances--\$50 | \$140. sellers Cunton..... \$20 5100, sellers China Fire .....

Kowloon Land & B. \$30 1174 sellers \$40 \ \ \ 20, sellers West Point Building \$100 \41, sellers cs. 500 | \$145 Charbounages ...... Gt. Estu. & C'donian - \$5 (\$5.80). Jelebu ..... 25 | 2, sellers \$1 \\$1.50, sellers New Balmoral ..... \$1 \\$1.80, sellers Do. Preference ... oliver's Mines, A..... \$23 |57, sellors  $\mathbf{D}_{0}$ . li 6,60, sales & buyers Punion ..... 51.90, buyers Do. Preference.

\$50 \\\ 82, sales £10 £5 IGs, buyers Do. Preference. ... £5 £2 15s. buyers \$50 | 160, sales & cellers Douglas Steamship \$15 |\$274, sellers : II., Canton and M., £16 |1604, sales & buyers Indo-China S. N. .. \$5, sellers Pebrau Planting Co. ...

OPTUM. without allowance. Summary of Postal information published in Old Malwa (2/3 year's) ... \$750 with all ance to a carty. Old Malwa (4/5 years) ... \$800 ,, , 10 taels. Old Malwa (6/7 y'rs)...3820 without allowance. Old Malwa (8/9 y'rs) ...\$890 with all ance to 3 cats. New Patna .....\$710 Old Patna ......\$715 New Benares .....\$705 Old Benarea ......\$707 Persian. ......\$490 to \$630

> Tokyo ..... Kochi ....... 30.19 -£0.15 Kagoshima ... 80.11 47 85 ESE 30.10 Gutzlaff ..... 29.99Sharp Peak ... 29.93 ADJOY .... 72 | 62 NW. 29.94 Canton ..... 29,90 29.91Gap Rock .... ˈ 70 ˈ 29.90 -Macao ..... Manila..... — Cone S. James. 16th MARCH, AT 10 A.M. Kochi ..... Kagoshima ... Gutzlaff ..... 29.99 | 52 | 86 | 88E | 1 Sharp Peak ... 29.95 29.03 | 69 | 88 | NW | 1 | c | ... Amoy ..... Swatow ..... 29.97 | 63 | 83 | NE | 1 | 0 Canton ..... 2994 | 66 | 67 | B | 1 | b Hongkong ... \_ [ggg | 1 | -- ] Victoria Peak - - NE 3 -Gap Rock ... 29.91 70 - ESE 1 C

> > HONOKONG REGISTER day i p.m. of 10 a.m. of 4 p.m. Highest open air temperature on the 15th ......

Lowest open air temperature on the 15th Director. Hongkong Observatory, 16th March, 1898. MESSES. FALCONER & Co.'s RESISTER, 16th March. Rarometer 9 A.M., 29.90 Therm, 9 A.M. (Wetbulb) 62

LOW WATER. Holght Mean Time. Holght. Hongkong Mean Time. 

17th to 28rd March.

without injury. South of France during the winter, is now re-

Convocation of the Province of Canterbury bus expressed itself in favour of a reduction in the taxation on the cleray.

SHIPPING RECORTS. The Norwegian steamer Tordenskjold, from

from thence atrong monsoon and high sea with cloudy weather to port.

The British steamer Chowfa, from Bangkok 5th March, and Swatow 15th, had light to mederate S. and S.R. winds, fine clear weather to Pulo Shi, from thence to Swatow very strong N.E. monacon, high head sea, cloudy and over-

cast weather from Swatow to port light N.E. monsoon and line clear weather.

boats experienced great difficulty in saving the Shares in above Confrant becomes due on the Nineteenth day of March, and payment thereof must be made to the Bankers of the Company, viz., the Honekone & Shane-HAL BANKING CORPORATION, on or before

when the Subjoined Resolutions, which were will be acknowledged. passed at the Extraordinary Meeting held on the 28th February, 1898, will be submitted for That Articles Nos. 53 and 122 of the Articles

the 2nd day of April, 1898, a new certificate 121A .- "Although the Reserve Fund may "amount to the sum of One Million

PIANOS. HEGH QUALITY, LOW PRICE.

> (ANTIPYRIN-CAFFEINE CITRATE.) (1) Excellent results in the SEVEREST CASES OF MIGEAININE, as well as in HEADACHE ARISING FROM ALCOHOLIC, NICOTINE, AND MORPHIA POISONING, NEURASTHENIA, IN-FLUMNZA, GEIPPE, &C.

EASY MONTHLY PAYMENTS.

(2) The BEST ANTIPYMETIC, even in threat ened collapse, because the caffeine of Migrainineacts simultaneously as an ANALEPTIC. GRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST." The lost medium dose for adults is 17 grains given once or twice daily in powder or in

gratis at request to Medical men.

LIMITED, (IN LIQUIDATION) TOTICE is hereby given that a SECOND and FINAL RETURN of CAPITAL

> For 12 months, 4 per Cent. per Annum. T. JACKSON.

Hongkong, 1st December, 1897. ing in the Rogister of this Company in the THE MERCANTILE BANK OF INDIA name of Mrs. GUADALUPE ROCHA baving been LIMITED. LOST, Notice is hereby given that a duplicate certificate for the said 12 Shares will be issued 

Manager, Hongkong. Hongkong. 27th October, 1897. QUEEN'S ROAD CENTRAL, Victoria, on be not forthcoming another Certificate will be WOKOHAMA SPECIE BANK

On fixed deposits for 12 months 5%, per annum. Year Book of Treatment ... ... ... Routledge's Year Book of Events ... ... 0.65 TATITSUI BUSSAN KAISHA from the 1st April to the 15th April, 1898, Carlyle's French Revolution (new Com-

The School for Scandal, by Sheridan,

For Prince and People, a tale of old Genoa, On the Face of the Waters by F. A.

A Tsar's Gratifude, by Fred Whishaw ... 1.50

ENTISTRY

AUTUMN. TAVID CORSAR MERCHANT NAVY

BON'S ARNHOLD, KARBERG & CO., Sole Agents.

Shanghai, on the 22nd ultimo. The P. M. steamer City of Peking with mails The Undersigned, having been appointed &c. left San Francisco for this port via Yokohama, Inland Sea, Kobo, Nagasaki and Shangleft San Francisco for this port via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, on ON BOMBAY.-18 the 12th instant. at 7 a.m., and left at 5 a.m. on Wednesday,

ke., left Port Darwin on the 14th instant, for ON

The P. & O. steamer Manda left Singapore | Bell's Asbestos E. A.... for this port on the 16th instant, at 8 a.m. The N. P. steamer Columbia sailed from Tacoms on the 19th ult., for Japan and Hong-The O. S. S. Co.'s steamer Menelaus, from Liverpool, left Singapore on the 9th instant. and may be expected here on or about Monday. the 14th instant. The steamer Energia, from New York, left Singapore on the 6th instant and is due here on or about the 12th instant. The N. G. I. steamer Bormida left Singapore

The C. Mutual steamer Colony, from Glasgow and Liverpool, left Singapore for this port on the 15th instant, and may be expected here on or about the 21st instant. The D. D. R. steamer Wally, from Hamburg, left Singapore for this port on the 15th instant, and may be expected here on or about the 21st instant. The H. A. L. steamer Andaluzio, left Singapore for this port on the 16th instant, and is due here on or about the 22nd instant. The Shire Line steamer Monmouthshire, from Middlesbrough and London, left Singapore on the 15th instant, and is due here on or about

- PASSED THE CANAL. OUTWARD-18th Feb. - Shanghai. Telamon. Avala. 22nd February-Bengloe, Bowkead, St. Mary. 25th February-Sal-Queen Olga, Queen Margaret. 1st. March-Antonor, Candia, St. Andrews. 4th March-Formosa, Macduff, Glenturret, Rughy. 8th March-Thekla. 15th March -Glenariney, Frinz Heinrich. Sarpedon, Afridi, Croydon, Eiffel, Towca, Isis, Wen-nington Hall HOMEWARD.-15th Mar. - Darmstadt, Glengyle.

For Takow .- Per Wuhu, to-day, the 17th instant. at 2.30 P.M. Maru. to-day, the 17th inst., at 3.30 P.M.

the 19th instant, at 10.00 A.M. For Nagasaki, Kobe and Yokohama-Per Rohilla, on Saturday, the 19th instant, at 5.00 Swatow ......... Bromida, on Tuesday, the 22nd instant, at | Victoria Peak. 11.30 A.M. For Moji, Kobe, Yokohama, Victoria and Tacoma.—Per Columbia, on Tuesday, the 5th prox., at 11.30 A.M. MAILS BY THE BRITISH PACKET.

LATE LETTERS may be posted (from 11.1) A.M.) with 10 cents late fee up to 11.30 A.M. after which hour they may be sent on board with the same late fee. MAILS BY THE UNITED STATES

HONGKONG; YOKOHAMA; KOBE. TOT RESPONSIBLE FOR DEBTS.

MENMUIR, British str., W. G. McArthur- Wod. 13 M 0 28 Gibb. Livingston & Co.

ON GERMANY. On New York -ON SHANGHAL -- ' Он Үсконама.— ON SINGAPORE. Hongkong & Shai... China & Japan, prt. Natl. Bank of Chinal

Sovenerous, Bonk's Buying Rate ... 10.72 Laon Kung Mew ... Tls. 100 Tls. 110, sellers \$24 515, agles & buyers \$125 247, p.ct. prem,= \$433.75, buyers

\$25 | £67½, sellers China Traders' ...... \$50 \$310, sellers Hongkong Fire ...... North-China ..... £25 Tls. 198, sales Strails ..... \$20· \$12<del>}</del> \$50 [\$2223, sellers Union ..... \$60 \$140, buyers Yangtsze ..... and and Building-\$50 | 6744, sellers Hongkong Land Inv \$10 |58.40, ex div. sel-Humphreys Estate... uzon Sugar ......

\$2 \$2, sellers \$2 \$2, sellers United Ašbestos ...... \$10 \\$10. nominal. \$371 \$40, huyers 510 \$12, sellers Wanchai Warehouse. Watson & Co., A. S. J. V. Y. VERNON, Broker.

Sales:-10 chests Bengal Opium. THE WEATHER. CHINA COAST METEOROLOGICAL REGISTER, 15th MARCH, AT 4 P.M. Wladivostock. 30.14 | 31 |

\_\_ | ggg | 5 | b | ... 66 67 NW 1 b - my 1 c Haiphong ... 29.76 82 75 E 4 c ... Władivostock. 2982 | 24 | 99 | SE | 7 | 8 | ...

67 88 - 0 c Haiphong ... 29.95 Bolimo ..... 29.82 70 87 N 4 c Manila ..... Care S. James - - - ENE 5 0 MAILS BY THE UNITED STATES

PACKET.

The United States Mail Packet City of Rio

de Janeiro will be despatched on TUESDAY,

the 22nd instant, with Mails for Shanghai.

> Barometer 1 P.M...29.84 Therm. 1 P.M. (Wet bulb) 68
> Barometer 4 P.M. 29.80 Therm. 4 P.M. (Wet bulb) 64 HONGKUNG TIDE-TABLE.

13s, 10d. [525], sales & buyers \$10 \$17, sellers New Amoy Dock ...... -teamship Coys.— · China and Manila ... £10 £7 10s buyers China Mutual Ord.

Baromoter Temperature ..... Humidity Direction of wind

SPEED.

D. E. BROWN, General Agent,

FOR PORTLAND, OREGON,

IN CONNECTION WITH

TION CO.

Stoom or Tons.

Captain.

DODWELL, CARLILL & CO.,

BAILING DATES.

(THUESDAY, 17th March,

WEDNESDAY, 23rd March,

Monday, 28th March, at

A. S. MIHARA,

TO BAIL ON

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CHYLON, AUSTRALIA

INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH, AND

LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

"BENGAL,"

Captain L. M. Wibmer, R.N.R., carrying Her

Majesty's Mails, will be despatched from this

for BOMBAY, on SATURDAY, the 19th

March, at Noon, taking Passengers and

Silk and Valuables, all Cargo for France,

and Ten for London (under arrangement) will

be transhipped at Colombo into a steamer pro-

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents und

Shippers are particularly requested to note

H. A. RITCHIE.

Superintendent.

ceeding direct to Marseilies and London.

Value of all Packages are required.

For further Particulars, apply to

Houghong, 7th March, 1898.

THE Steamship

Cargo for the above Ports.

of Lading.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"PATROCLUS,"

Captain Dickens, will be despatched as above

FOR SAN FRANCISCO.

" WEST YORK."

W. L. Forster, Master, will load here for the

For Freight, aprly to SHEWAN, TOMES & CO.

above port and will have quick desputch.

Hengkong, 7th March, 1898.

BUTTERFIELD & SWIRE.

THE Company's Steamship

on SATURDAY, the 19th inst.

Hongkong, 9th March, 1898.

For Freight apply to

HE British Bark

General Agents.

DESTINATIONS.

THE HONGRONG DAILY PRESS, THUESDAY, MARCH 1778, 1898. VESSELS ADVERTISED AS LOADING. TO BE DESPATCHED. CAPTAIN. VOR PRESIDENT APPLY TO VESSEL'S NAME. FGAG & BYO. DESTINATION. Butterfield & Swire ..... On 19th inst. Brit. str. Patrocins..... LONDON VIA SUSZ CANAL ...... On 19th inst., at Noon. P. & O. S. N. Co. ....... Brit. str. Japan ...... LONDON VIA MARSBULLES ....... On or about 2nd April. Paine, R.N.R. Brit, str. On or about 6th April. Lyon, R.N.R. P. & O. S. N. Co. ..... LONDON...... On 19th inst., at Noon. Wibmer, R.N.R., Brit, str. EONDON VIA STRATTS, &c. Bengal..... On 22nd inst. Barber ...... Holliday, Wise & Co ..... Brit. str. LONDON VIA STRAITS, &c. Melchers & Co. ..... Ол 30th inst., at 9 **д.м.** Probu ..... Gor, str. BREMEN VIA PORTS OF CALL .... Nippon Yusou Kaisha To-morrow, at 4 P.M. Jap. atr. Hillcont Tosa Maru ...... MARSEILLES, LONDON, &c. Messagories Maritimes... On 26th inst., at Noon. Canadian Pacific R. Co.... On 6th April, at Noon. On 26th inst., at Nuon. MARSETLLES VIA BAIGON, ETC. Schmitz ..... Empress of China ... Brit. str. ... Pyhus, R.N.R. VANCOUVER, v. SHANGHAT, &c . Dodwell, Carlill & Co..... On 29th inst., at Noon. Brit str. Weight ...... PORTLAND. OREGON VIA KOBE VICTORIA B.C. & TACOMA V. B'HAY Columbia Brit. str. ... Dodwell, Carlill & Co. ... On 5th April, at Noon. Brit str. ... Gow Beit ste. P. M. S. S. Co. On 23rd inst., Daylight Shewan, Tomes & Co. ... Quick despatch. Brit, bk. ... Forster ...... SAN FRANCISCO West York ..... Dodwell, Carlill & Co. ... On 22nd inst. NEW YORK VIA SUEZ CANAL . Brit. atr. Ghazee ..... Shewan, Tomes & Co. ... On or about 5th April. Brit str. Potter ..... NEW YORK VIA SUEZ CANAL .... Bonalder ..... Nippon Yusen Kaisha Jap. str. ... Murai ...... Sagami Mara..... Yamashiro Mara VLADIVOSTOCK VIA S'HAI, &C ... Nippon Yusen Kaisha . On 28th inst., at 4 P.M. Jap, str. Jones. P. & O. S. N. Co. ..... Haddock, D.N.R. Manila..... Brit. str. COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS KOBE & YOKOHAMA of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent KOBE & YOKOHAMA & HIOGO Connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic SHANGHAI & KOBE Lookyer, R.N.R. P. & O. S. N. Co. On 20th inst. Daylight. Brit. str. Nippon Yusen Kaisha ... Yamaguchi Maru Jap. str. ... Kawamuro ..... To-day, at 4 P.M. KOBE & YOKOHAMA Kanagawa Maru BHANGHAI. Yokohama, & Hiogo Andalusia Nippon Yusen Kaisha ... On 23rd inst., at 4 P.M. Carlowitz & Co. ...... On 24th inst. Mac Kenzie Jap. str. Schroether Brit. str. Sandor, Wieler & Co. ... On 19th inst., Daylight Brelich ... Gisala ...... Aus. Btr. Butterfield & Swire ..... To day, at 4 P.M. Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return SHANGHAI tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. Towell Menelans P. & O. S. N. Co. ...... On 19th inst., Daylight. Street ..... Butterfield & Swire ..... To-day, at 3 P.M. Shewan, Tomes & Co. To-morrow, at 5 P.M. Benson Brit. str. Butterfield & Swire ..... On 29th inst., at 3 P.M. SYDNEY, MELBOURNE, &co.... Taiyuan ...... Nippon Yusen Kaisla ... On 1st April at 4 P.M. SYDNEY, MELBOURNE, &c .... Tokio Maru ...... Nippon Yusen Kaisha ... On 22nd inst. at Noon. Carlowitz & Co. ..... On 22nd inst. at Noon. Nunome Jap. str. VESSELS ON THE BERTH VESSELS ON THE BERTH VESSELS ON THE BERTH AUSTRIAN LLOYD'S STEAM NAVI-NAVIGAZIONE GENERALE GATION COMPANY, LIMITED. GATION COMPANY. ITALIANA. (Florio and Rubattino United Companies). FOR LONDON VIA STRAITS (UNDER MAIL CONTRACT WITH THE AND COLOMBO. Austrian Government.) STEAM FOR SINGAPORE, PENANG, AND BOMBAY,
having connexion with Company's Mail Steamers THE Company's Heamship Glasgow, Continental Ports, River to ADEN, SUEZ, PORT SAID, THE Company's Steamship AHSELA." MESSINA NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, Captain L. Brolish, will leave for the above "OOPACK," places on SATURDAY, the 19th inst., at all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERI-DAYLIGHT. on TUESDAY, the 22nd inst. For Freight or Passage, apply to SANDER, WIELER & CO., CAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN Agonta. GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, Hongkong, 14th March, 1898. Hongkong, 16th March, 1898. and MALAGA. U.S. MAIL LINE. HE Steamship OREGON RAILROAD AND NAVIGA-MOGUL-WARRACK-MILBURN LINE PACIFIC MAIL STEAMSHIE "BORMIDA." FOR NEW YORK VIA SUEZ CANAL. Captain Noera, will be despatched as above COMPANY. FIHE Steamship In TUESDAY, the 22nd inst., at NOON. At BOMBAY the Steamers are discharging in "GHAZEE" VIA INLAND SEA OF JAPAN AND will be despatched as above on TUESDAY, the For further particulars regarding Freight HONOLULU. 22nd March. and Passage, apply to To be followed by the S.S. "LENNOX" sail about 12th April, 1898. PROPOSED SAILINGS FROM HONGRONG. CARLOWITZ & CO.. Agonts. CITY OF RIO DE JANEIRO S.S. "PATHAN" (via Shanghai, Na. WEDNESDAY, Mar. Hongkong, 12th March, 1898. gasaki, Kobe, Inland > 23, 1898, at DAY. For Freight or Passage, apply to CHINA NAVIGATION COMPANY. LIGHT. Sea. Yokohama and l LIMITED. Honoiulu) Hongkong, 12th March, 1898. FOR PORT DARWIN, QUEENSLAND CITY OF PEKING (via **136-476-525-619** Shaughai, Nagasaki, [SATURDAY, April 9, PORTS, SYDNEY, AND MELBOURNE

FIGHE Company's Steamship Captain Nelson, will be despatched on Local DAY, the 29th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Cham-ber ensures the supply of Fresh Provisions NAGASAKI, KOBE, INLAND SEA, YO. during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. ing Passengers and Freight for Japan, the N.B.—Return Tickets issued by the Company to and from Australia are available for return by the steamers of the Eastern and Australian S. S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 9th March, 1898. OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THI OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

Proposed Sailings from Hongkong. ALELIO (via Shanghai,) Nagasaki, Kobe, In- THURSDAY, March land Sea, Yokohama, [ 31, 1898, at Noon. and Honolulu) Doric (via Shanghai,) Nagasaki, Kobe, In- Tuesday, April 19. land Sea, Yokohama, 1898, at Noon.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

and Honolulu) ...... Belgic (via Shanghai, ) Nagasaki, Kobe, In- Tuesday, May 10, land Sea, Yokohama, 1898, at Noon. and Honolulu) ......

THE Company's Steamship "GAELIC will be despatched for SAN FRAN CISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 31st March, 1898, at NOON.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO LULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England. France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for Chins or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full; and same will be received at the N SATURDAY, the 26th March, 1898, Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the the S. S. "VILLE DE LA CIOTAT," which United States should be sent to the Company's | vessel takes on her passengers and mails, leav-Offices, addressed to the Collector of Customs, | Ing that port on the ruc as Port Said, and Marseilles. San Francisco. For further information as to Freight or

No. 7, Praya Central. J. S. VAN BUREN, Agent.

Hongkong, 17th March, 1898. FOR NEW YORK, VIA SUEZ CANA THE Steamship

"BENALDER" Potter, Master, will be despatched as above on or about the 5th April. To be followed by :--S.S. "CLAVERHILL" on or about 19th April, 1898.

S.S. "MERIONETHSHILLE on or about 3rd May, 1898. S.S. "QUEEN MARGARET" on or about the 17th May, 1898. B.B. "ST. NINIAN" on or about the 31st May, 1898. the terms and conditions of the Company's Bills | S.S. "CRAIGEARN' on or about the 14th June, 1898, For Freight or Passage, apply to SHEWAN, TOMES & CO.,

Hongkong, 16th March, 1898.

Kobe, Inland See, Yo-1898, at Noon. kohama and Honolulu) Agasaki, Kobe, In. SATURDAY, April land Sea, & Yokohama) 30, 1898, at Noon.

DAY, the 23rd March, 1898, at DAYLIGHT, tak-United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

[634 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canady ... Rates may be obtained on application.

Passengers holding f rough ORDERS TO EUROPE have the choice of Overland Rail and NORTHERN PACIFIC RAILWAYS; also the £4 in addition to the regular tariff rate.

Passengers holding orders for OVER-Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports Packages are required. No Parcel Receipts will in Mexico. Central and South America, by the be signed for less than \$2.50 and Parcels should Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full ; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco For further information as to Passage and Freight, apply to the Agency of the Company

No. 7, Praya Central. J. S. VAN BUREN, Agent.

Hongkong, 7th March, 1898. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER RANEAN AND BLACK SEA

PORTS, LONDON, HAVRE, BORDEAUX, PORTSOF BRAZILAND RIVERPLATE. at Noon, the Company's Steamship "OCEANIEN," Captain Schmitz, with Mails, Passengers, Specie, and Cargo will leave this port for MARSEILLES via BOMBAY. This steamer connects at COLOMBO with

ing that port on the 7th April, direct to Suez,

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Passage apply to the Agency of the Company, places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 r.m., Specie and Parcels until 3 r.m. on the 11th March.. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

> pany's Office." G. DE CHAMPEAUX, Agent. Hongkong, 14th March, 1898. NATAL LINE OF STEAMERS.

For further Particulars, apply at the Com-

FITHE Undersigned GENERAL AGENTS Undersigned. in China and Japan for the above Line are prepared to issue THROUGH BILLS' the 14th March, at Noon, will be subject to rent OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly MONDAY, the 14th March, or they will not Ship service hence to Calcutta. Spilings from be recognised: CALCUTTA for CAPE PORTS every fortnight.

For freight and further particulars, DODWELL, CARLILL & Co., General Agents for China and Japan. Hongkong, 4th August, 1897.

THE CHINA MUTUAL STEAM NAVI

(Taking Cargo at through rates for Liverpool

Captain J. Barber, will be despatched as above For Freight, &c., apply to HOLLIDAY, WISE & CO.,

do. 20th April, 1898. S.S. "ENERGIA" do. 5th May, 1898. DODWELL, CARLILL & CO.,

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR THE U.S. Mail Steamship "CITY OF SINGAPORE, COLOMBO, ADEN, SUEZ, RIO DE JANEIRO" will be despatched PORT SAID, NAPLES, GENOA, ANTWERP,

BREMEN, AND HAMBURG. KOHAMA, and HONOLULU on WEDNES- PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW ORLEANS.

> GALVESTON, AND SOUTH AMERICAN PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) routes from Sin Francisco religio de Batern ...... | Wednesday ... | 30th Mar Southern Wednesday ... | 27th April Union Pacific, Denver and Rio Grande, Preussen | Wednesday ... | 25th Mac. PRINZ HEINETON | Wednesday ... | 27th April. PREUSSEN ..... | Wednesday ... | 25th May CANADIAN PACIFIC RAILWAY on payment of Sacusta ...... | Wednesday ... | 22nd June. BAYERN ..... | Wednesday ... | 20th July. Prinz Hrinnich | Wednesday ... | 17th Aug. LAND CITIES in the United States have, DARMSTADT ..... | Wednesday ... | 14th Sept. between San Francisco and Chicago, the option | PREUSSEN ...... | Wednesday .. | 12th Oct. of the Southern Pacific, Central Pacific, Sachsen ...... Wednesday ... 9th Nov. 

ON WEDNESDAY, the 30th day of March, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLing at Naples and Genoa. Shipping Orders will be granted till Noon

on MONDAY, the 28th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 29th March. Contents of Packages are required. No Parcel Receipts will not exceed Two Fest Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Hongkong, 3rd March, 1898.

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENVORLICH," FROM LEITH, ANTWERP, LONDON, AND SINGAPORE.

MONSIGNEES of Cargo are hereby in formed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remain-

subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instrat 3 r.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,

Hongkong, 10th March, 1898. STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES, NOTICE.

MONSIGNEES of Cargo from London and Havre ex s.s. Memphis, and from Bordeaux, ex B.s. Frederic Morel and Ville de Cette,

in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hengkong and Kowleon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless

intimation is received from the Consignees before Noon, TO-DAY, the 14th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Goods remaining unclaimed after MONDAY

All Damaged Pockages will be examined on MONDAY, the 21st March, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX.

Hongkong, 14th March, 1898.

NOTICE TO CONSIGNEES " MOGUL" MINE UP STEAMERS. NOTICE TO CONSIGNEES:

S.S. "ENERGIA." FROM NEW YORK AND STRAITS. CONSIGNEES of Cargo are hereby in at their risk into the Godowns of the Hongkong and Kowleon Wharf and Godown Company, at Kowloon, whomee and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st inst. will be subject

All Claims against the Steamer must be presonted to the Undersigned on or before the 21st inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be ex-amined on the 21st inst., at 3 P.M. No Fire Insurance has been effected. Bills of Luding will be countersigned by DODWELL, CARLILL & CO.,

Agents. Hongkong, 14th March, 1898. NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG, AND

SINGAPORE. THE Steamship "CATHERINE APOAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. of the laterinat will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited at Wanchai. Consignees of cargo from SINGAPORE

and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside. Such cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, HONS & CO., Hongkong, 18th March, 1898 TO LET TO LET

DOMS at "GLENTHORNE, Kowlcon healthy and air; residence enjoying a fine Apply to ROSSELET

d/o GIRAULT & Co. or on the premises Hongkong, 16th January, 1898 TO LET. BONHAM ROAD.

Apply to LINSTEAD & DAVIS. Hongkong, 8th March, 1898 TO LET:

ARGE GODOWN by Kowloon Praya, suitable for the Storage of Merchandize GODOWNS, Nos. 720 and 720, PRAYA EAST suitable for the Storage of Merchandise -LINSTEAD & DAVIS. Hongkong, 19th January, 1898. TO LET, FURNISHED.

NTO. 3, VICTORIA VIEW, Kowloon. Apply to

W. M. WATSON. Hongkong lath March, 1898. TO LET. ALBANY ROAD, from 1st June,

1898, at present occupied by J HREMSKERK, Esq. Care of Hongkong Daily Press Office.

Hongkong, 16th March, 1898. [67]

TO LET. FFICE on PRAYA, from 1st April. Apply to

MORE & SEIMUND. Hongkong, 16th March, 1893. TO LET. TAWELLING HOUSES-

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Dante, German str., 1,302, Köpke, Mar. 15, Sander, Wieler & Co. Daphne, German str., 1,291, Nisson, Feb. 20, Siemssen & Co Donar, German str., 1,201, Grundmann, Mar. 16, Lants, Wegener & Co Fatshan, British str., 1,425, J. Dick, H. C., & M. Steamboat Co., for Canton Glenavon, British str., 1,935, Pithie, Mar. 12, Jardine, Matheson & Co Hailoong, British str., 783, Robson, Mar. 15, Douglas Lapraik & Co Hankov, British str., 2,235, C. V. Lloyd, Butterfield & Swire, for Canton Heungshan, British steamer, 1,054, J. Smith, H., C., & M. Steamboat Co., for Macao Hoi-on, British str., 76, H. Kearley, Butterfield & Swire, for West River

Honam, British str., 1,344, S. W. Goggin, H., C. & M. Steamhoat Co., for Canton Jacob Christensen, Norw. str., 1,088, Hanson, Mar. 12. Sander, Wieler & Co Kachidate Marn, Jap. str., 2,143, Narasaki, Mar. 10. M. B. Kaisha Kwanglee, Chinese str., 1,505, Lincoln, Jan. 23, C. M. S. N. Co Kwonghoi, British etr., 419, Rowin, Chinese, for Canton Mathilde, German str., 600, Hansen, Mar. 4, Jebsen & Co Meefco, Chinese str., 1,284, Frigast, Mar. 16, C. M. S. N. Co Menelaus, British str , 3,006, Towell, Mar. 16, Butterfield & Swire Monmuir, British str., 2,000, McArthur, Mar. 16, Gibb. Livingston & Co Nanshan, British str., 1,344, Stovell, Mar. 12, Bradley & Co Onsang, British str., 1,776, Young, Mar. 16, Jardine Matheson & Co Pasig, Chinese steamer, 284, C. Koch, Chinese, for Canton Phra C. C. Klao, British str., 1,012, Pigot, Feb.

25. Yuen Fat Hong Powan, British str., 1,842, A. N. Patrick, H. C., & M. Steamboat Co., for Canton Progress, German str., 678, Brandt, Mar. 14, Siemssen & Co Progress, Norw. str., 541, Gundersen, Feb. 24, Harling, Buschmann & Menzell Propontis, British str., 1,387, Crawford, Mar. 7. Robills, British str., 2,216, Lockyer, Mer. 16, P. & O. S. N. Co Sabine Rickmers, Ger. str., 598, Sanders, Mar. 15, Arnhold, Karberg & Co Sagami Maru, Jap. str., 1,163, Murri, Mar. 16, Nippon Yusen Kaisba Saikong, British str., 259, Shierhorst, Chinese, for Canton Sishau, British steamer, 845, Jeukins, Mar. 10, Bradley & Co Meyer & Co Tai On, British sto , 769, Galleouski, Chinese.

for Canton Tatayama Marn, Jap. str., 1,430, Matsumoto, Mar. 12, Order Tetartos, German str., 1,812, Cornelson, Mar. 15, Siemssen & Co Triumph, German steamer, 675, Reike, Mar. 14, Jobsen & Co Tangkong, British str., 50, Lo Shing, Kwong Wan S. S. Co., for West River Wingtong, British str., 88, Jones, Butterfield & Swire, for West River Wuhu, British str., 1,250, Benson, Mar. 10, Butterfield & Swire Wnotan, German str., 1,103, Jacobsen, Mar. 5. Lants, Wegener & Co Yamaguchi Moru, Jap. str., 2,239, Kawamura, Mar. 15, N. Y. Knisha

Zafiro, British steamer, 675, Cobban, Mar. 15, Shewan, Tomes & Co BAILING YEBSELS. Anna Bortha, Gor. bark, 269, Nielsen, Dec. 16. Chineso Atlantic, German bark, 633, Schneider, Feb. 25 Bander, Wieler & Co Contest, British bark, 486, Reynell, Feb. 26 Genista, British ship, 1,718, Hearne, Feb. 21, Standard Oil Co Lothair, Italian bark, 793, Ferate, Nov. 22, D. Musso & Co WATER is the cause of much Sickness on board Spinaway, British schr., 324, Johnson, Feb. 25, Siemssen & Co Master

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